

CHAPTER 17

ACCESS MANAGEMENT

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GENERAL

Access management is the coordinated planning, regulation and design of entry and exit points between roadways and land development. Access to roadways is managed by permits and geometric design considerations. Access permitting allows SDDOT to apply standards and guidelines to the location, spacing, and design of driveway and street intersections and an opportunity to evaluate the impacts of proposed developments on the transportation system. Geometric design considerations such as medians and channelized islands prohibit certain turning movements. Consolidation actions such as shared driveways and service roads remove and relocate existing access. Auxiliary lanes separate the speed differential between through and turning vehicles.

If these types of improvements are implemented correctly, roadway users can expect less delay; fewer crashes; and reduced vehicular emissions. These benefits equate to cost savings in travel time; reduced fuel consumption; lower crash costs; less injuries from crashes; and faster emergency service response times. In addition, there is potential for expanding the market area for local businesses by promoting efficient movement of people and goods.

The goal of access management is to protect the public investment in the highway system from deterioration and preserve areas for future transportation use - aligning with SDDOT's mission, *"To efficiently provide a safe and effective public transportation system."* By managing roadway access and promoting the necessary transportation network improvements, SDDOT can maintain the operational efficiency of roadways; protect public safety; increase viability of modal alternatives; and improve the appearance and quality of the built environment.

PERMIT PROCEDURES

New access onto the state highway system requires an approved access permit. The criteria in the access management rules are used to determine whether a new access will be granted. Existing access points will be allowed to remain until the land is redeveloped to a higher intensity (including change of land use), or the access is changed through SDDOT reconstruction. Considerations in reviewing and granting access permits include:

- Traffic impacts generated by the property
- Location/proximity to the functional area of an intersection and to existing driveways
- Sight distance
- Crash history
- Degree of access (full, partial, exclusive)
- Turning radius and width – simultaneous ingress and egress with no encroachment into adjacent and opposing highway lanes

- Auxiliary lanes - turn lanes, acceleration lanes and passing lanes
- Profile – grade, contours, wetlands and drainage plans
- Volume and types of traffic on the roadway – average daily traffic, peak hour volumes, seasonal volumes and number of heavy vehicles, recreation vehicles, pedestrians, cyclists
- Highway right-of-way and property lines of neighboring parcels
- Parking and internal circulation plans – the highway cannot be used for property circulation

Small developments require a site access and circulation review to ensure safe access location and design. A traffic impact study (TIS) is required with any application for access to a property that will generate 100 or more peak hour trips.

TRAFFIC IMPACT STUDY GUIDELINES

A TIS is a tool used to manage roadway access and objectively evaluate anticipated safety and operational impacts of proposed development on the surrounding transportation system. The primary responsibility for assessing the traffic impacts associated with a proposed development rest with the developer, with SDDOT serving in a review and approval capacity.

General

Traffic impact studies will be prepared by a South Dakota licensed Professional Engineer with experience in the field of traffic engineering. The developer or local government entity will be responsible for the preparation of the TIS. The document will fully describe the proposed development. Upon submission of a draft TIS SDDOT will review the study data sources, methods, and findings, and provide a written summary of review comments.

Traffic impact study approvals granted by SDDOT will be valid for 2 years. If significant work on the development has not commenced within the approval period, the TIS will be updated and resubmitted for review. Studies will be required to be updated within the 2-year approval period if the proposed land use(s) are significantly altered, or traffic volumes within the study area increase by more than 15%.

Pre-study Conference

Prior to the preparation of a TIS, the developer or the engineer preparing the TIS will schedule a pre-study conference with the appropriate Area Engineer. The Area Engineer will coordinate attendance with the Access Management Engineer and other applicable SDDOT offices, and if appropriate, local government staff and Federal Highway Administration staff. Outcomes of a pre-study conference may include, but are not limited to:

- Establishment of the study boundaries and study intersections.
- Confirmation of analysis periods, peak hour times, special event periods.
- Confirmation of the study horizon years and size of proposed build-out phases for multiyear developments.
- Establishment of traffic growth factors.
- Establishment of design parameters, i.e. design speed, lane width, turn lane design, clear zone, design vehicle, etc. All parameters will conform to SDDOT *Road Design Manual*.
- Confirmation of trip assignment methodology.
- Agreement on internal capture rate and pass-by trip rates.
- Collection/sharing of traffic volume periods and types
- Accommodation of pedestrian and bicycle needs in the study area and within the planned development area.
- Identification of other planned developments in the study area.
- Sharing of information on planned roadway improvements in the study area (from the Statewide Transportation Improvement Program (STIP) and Developmental STIP).
- Identification of analysis software.

Following the pre-study conference, the engineer preparing the TIS will prepare and distribute a Methods & Assumptions Document detailing the agreed upon parameters.

Requirement Thresholds

A TIS is required for any proposed development that is forecast to generate 100 or more trips during the adjacent highway's peak hour or the development's peak hour. Trip generation estimates will be derived using values from the current *Institute of Transportation Engineers' Trip Generation Manual*, values from an approved alternative method, or existing traffic counts from similar land uses. **Table 17-1** is a general guide for typical development types and sizes that would require a TIS.

| Land Use | Development Size |
|---------------------------------|--|
| Single Family Homes | > 95 lots |
| Apartments | > 150 units |
| Condominiums/townhomes | > 190 units |
| Mobile Home Park | > 170 lots |
| Retail Shopping Center | > 6,000 square feet gross floor area |
| General Office | > 67,000 square feet gross floor area |
| Medical Office | > 31,000 square feet gross floor area |
| Industrial | > 150,000 square feet gross floor area |
| Fast Food | > 3,000 square feet gross floor area |
| Bank | > 3,900 square feet gross floor area |
| Gas Station w/Convenience Store | > 7 fuel pumps |

Table 17-1 Common Land Use Thresholds Generating 100 Peak Hour Trips

Source: ITE

SDDOT reserves the right to require a TIS for proposed developments not meeting the 100-trip threshold, or not directly accessing onto the State highway if, in its judgment, the trip generation characteristics of the proposed development are likely to have a significant impact on the safe and efficient operation of the State highway system.

Study Horizons

Typically, a TIS should include operational analyses for:

- Development opening year.
- Full build out year.
- 20 years post full build out year OR highway surfacing life.

Additional study horizon years will be required if the proposed development consists of multiple phases, planned to be implemented over several years.

Report Format & Contents

Specific TIS requirements will vary depending on the location and size of the proposed

development and other factors, however, all traffic impact studies will (at a minimum) contain the following sections and information:

Introduction

- Location map.
- Development size and type.
- General terrain features of the site.
- Adjacent roadways.
- Highway access classification and criteria.
- Vicinity map indicating boundaries of study area as determined at the pre-study conference.
- Development phasing plan (if any).

Existing and Proposed Land Uses

- Map of existing and proposed land uses for site; include zoning categories of the local government authority (if any).
- Map of existing land uses near the site; include zoning categories of the local government authority (if any).
- Map of proposed land uses near the site (if available).

Existing and Proposed Roadways and Intersections

- Descriptions of existing roadways and intersections.
- Descriptions of any planned roadway or intersection improvements by others. Information on planned improvements may be found in the Statewide Transportation Improvement Program (STIP) and the Developmental STIP, or from the local governing entity.

Existing Traffic Volumes

- Map showing daily traffic volume counts for study roadways. Unless existing counts are supplied by the Department, the engineer preparing the TIS will be responsible for obtaining all traffic counts.
- Map showing peak hour turning movement counts for study intersections. Unless existing counts are supplied by SDDOT, the engineer preparing the TIS will be responsible for obtaining all turning movement counts.
- Raw count data (in an appendix).

Traffic counts more than one year old will not be accepted. All total daily traffic counts should be actual machine counts and not based on factored peak hour sampling.

Existing Crash History

- Tabular summary of the most recent 3 years of crash data adjacent to the development (roadway and intersection).
- Map of crash data.
- Identification of any access related crash trends and possible mitigation measures.

Access Points

- Description of existing, proposed and potential access and explanation of the need for modified, new or potential access point(s). Description will include different alternatives considered for access and why the selected alternative was chosen. Chapter 13-Interchanges, contains detailed information about policies governing access points adjacent to freeway interchanges.
- Evaluation of turning lane warrants for each access point as found in Chapter 15-Traffic. Geometric design parameters for turn lanes are contained in Chapter 12-Intersections.
- Comparison of available intersection sight distance at the proposed highway access points with the appropriate values in the current AASHTO publication *A Policy on Geometric Design of Highways and Streets* and SDDOT *Road Design Manual* (Chapter 12-Intersections).
- Discussion of proposed mitigation measures for any values found to be deficient for the highway speed.

Evaluation of Existing Traffic Operations

- Peak hour capacity analyses for study intersections. Pedestrians and bicycle traffic will be considered in the analyses.
- Peak hour capacity analyses for arterials within the study area. Pedestrians and bicycle traffic will be considered in the analyses.
- Analysis software output reports (typically in an appendix).

Capacity analyses will be calculated in accordance with the procedures outlined in *The Highway Capacity Manual*. Presented analyses results will include Levels of Service (LOS) and Volume/Capacity ratios (V/C).

Forecast Background Traffic Volumes

- Map showing daily traffic volume counts for study roadways, factored to the appropriate study horizon year.
- Map showing peak hour turning movement counts for study intersections, factored to the appropriate study horizon year.

The number of periods will coincide with the appropriate study horizons agreed upon at the pre-study conference.

Evaluation of Traffic Operations with Forecast Background Volumes

- Peak hour capacity analyses for study intersections. Pedestrians and bicycle traffic will be considered in the analyses.
- Peak hour capacity analyses for arterials within the study area. Pedestrians and bicycle traffic will be considered in the analyses.
- Analysis software output reports (typically in an appendix).

Capacity analyses will be calculated in accordance with the procedures outlined in *The Highway Capacity Manual*. Presented analyses results will include Levels of Service (LOS), Volume/Capacity ratios (V/C), and 95th percentile queue lengths.

Analyses will consider all planned roadway improvements. Forecast changes in traffic control, e.g. future traffic signals, as identified at the pre-study conference will also be taken into consideration as appropriate.

Trip Generation

- Tabular summary of trips for each land use. If phased development is proposed, the study will include projections for the year that each phase of the development is planned to be complete.
- For land uses expected to generate more than thirty (30) trucks per day: tabular summary of trip generation for trucks.
- Tabular summary of pass-by trips and internal trips.
- Tabular summary of trip generation data for any pending and approved developments that would affect the study area.

Trip generation factors will be from the current *Institute of Transportation Engineers' Trip Generation Manual*. If data is not available for a proposed land use, SDDOT must approve the proposed factors.

The calculation of pass-by trips and internal capture rates will be in accordance with the current *Institute of Transportation Engineers' Trip Generation Handbook*.

Trip Distribution and Assignment

- Discussion of the technical analysis steps, basic methods, and assumptions used in developing trip assignment and distribution.
- Map showing the trip distribution and assignment in the study area.
- For developments expected to generate more than thirty (30) truck trips per day, include separate trip distribution figures for trucks.

Combined Background & Development Traffic Volumes

- Map showing total background and development daily traffic volume counts for study roadways, factored to the appropriate study horizon year.
- Map showing total background and development peak hour turning movement counts for study intersections, factored to the appropriate study horizon year.

The number of periods will coincide with the appropriate study horizons agreed upon at the pre-study conference.

Evaluation of Traffic Operations with Combined Background & Development Traffic Volumes

- Peak hour capacity analyses for study intersections. Pedestrians and bicycle traffic will be considered in the analyses.
- Peak hour capacity analyses for arterials within the study area. Pedestrians and bicycle traffic will be considered in the analyses.
- Discussion of mitigation measures for any intersections or arterials that do not meet the performance parameters outlined earlier in Chapter 15-Traffic.
- Analysis software output reports (typically in an appendix).

Capacity analyses will be calculated in accordance with the procedures outlined in *The Highway Capacity Manual*. Presented analyses results will include Levels of Service (LOS), Volume/Capacity ratios (V/C) and 95th percentile queue lengths. The minimum acceptable LOS will be as defined in Chapter 15-Traffic.

The analyses should consider any planned improvements, proposed mitigation measures, recommended changes in traffic control, e.g. new traffic signals, ALL-WAY STOPPS, etc., and forecast changes in traffic control.

Traffic Signals

- Evaluation of the need for any new traffic signals; evaluations will use the appropriate warrants of the current *Manual on Uniform Traffic Control Devices*. For the purposes of evaluating the need for a traffic signal, hourly approach volumes based on a factoring of the peak hour counts will be permitted.
- Warrant evaluation software summaries (typically in an appendix).
- Statement that a traffic signal is not recommended to be installed until a detailed engineering study of conditions has been completed.

Phasing and other operational parameters used in the capacity analyses will follow the signal design guidelines presented in Chapter 15-Traffic. Future signals that are within an existing coordinated system will consider progression and provide for optimum signal progression.

Non-Motorized Traffic

- Discussion of the development's impact to, and accommodations for, pedestrian travel and access. While the focus of the discussion should be on the State highway right-of-way, it will likely be beneficial to include any accommodations internal to the development.
- Discussion of the development's impact to, and accommodations for, bicyclist travel and access. While the focus of the discussion should be on the State highway right-of-way, it will likely be beneficial to include any accommodations internal to the development.

Conclusions & Recommendations

- Summary of the study findings.
- Summary description of recommended roadway and intersection mitigations.
- Note that all design parameters will conform to the current AASHTO publication *A Policy on Geometric Design of Highways and Streets* and SDDOT *Road Design Manual*.
- Graphical overview with dimensions of recommended roadway and intersection improvements, clearly showing the changes. The location of proposed access points should also be shown. This figure should be capable of standing alone as a "before and after" diagram of roadway configuration.
- Allocation of responsibility for roadway and intersection improvements and calculations of financial contributions.
- Summary of recommended traffic control changes.
- Completed access permit

This section should be viewed as being the executive summary of the TIS and should be as complete and concise as possible.

Revisions to Traffic Impact Study

The need to require revisions will be based on the completeness of the TIS, the thoroughness of the impact evaluation, and the compatibility of the study with the development plans. Any Department comments/revisions to the TIS must be completely addressed prior to an approval being issued. Revised versions of the TIS will include as an appendix a memorandum describing the responses to SDDOT comments.

SDDOT-OWNED ACCESS RIGHTS

In some areas, SDDOT has purchased access rights adjacent to roadways. These rights are recorded on the deeds or easements of property abutting the highway (public right of way / H-Lots). In locations where access rights exist, no new access permits should be granted. In the rare instance when access rights are relinquished, the Transportation Commission must approve them. If SDDOT owns the control of access

in fee title, there could be a charge based on appraisals. See Chapter 9-Right of Way for more information on right-of-way procedures; establishment of control of access on the interstate is detailed in Chapter 13-Interchanges.

ACCESS MANAGEMENT RULES

SDDOT was authorized by the 2002 South Dakota Legislature to create administrative rules governing access to state highways, Article 70:09 Access Management, <https://sdlegislature.gov/Rules/Administrative/26313> The access criteria found within the administrative rules are relevant to highway design functions and are shown in **Figure 17-1**.

The criteria establish standards for traffic signal spacing, median opening spacing, unsignalized access spacing, and access density for seven access classifications of highway. The access classifications are maintained by the SDDOT and are updated periodically. The current system classification can be found at the end of this Chapter.

SDDOT design/reconstruction projects are not subject to the access management rules and the Access Location Criteria should be used as a guide because existing site and corridor conditions vary widely, and reasonable exceptions will be needed for terrain features and existing development.

When reviewing a proposed new access or recommending elimination of an existing access when issuing a permit or for a design/reconstruction project, site-specific evaluation of the following factors should be conducted:

- Anticipated operational impacts on the roadway.
- Verification of stopping sight distance availability.
- Need for intersection sight distance.
- Checking corner clearance to prevent interference with the intersection functional area.
- Number and types of crashes.

South Dakota Access-Location Criteria

| Access Class | Signal Spacing Distance (mile) | Median Opening Spacing (mile) | Minimum Unsignalized Access Spacing (feet) | Access Density | Denial of Direct Access When Other Available |
|---------------------|---------------------------------------|--------------------------------------|---|----------------------------|---|
| Interstate | N/A | N/A | N/A | N/A | Yes |
| Expressway | ½ | ½ | 2640 | at half-mile increments | Yes |
| Free Flow Urban | ½ | ½ F, ¼ D | 1320 | at quarter-mile increments | Yes |
| Intermediate Urban | ½ | ½ F, ¼ D | 660 | at eighth-mile increments | Yes |
| Urban Developed | ¼ | ¼ | 100 | 2 accesses/block face | Yes |
| Urban Fringe | ¼ | ½ F, ¼ D | 1000 | 5 accesses/side/mile | Yes |
| Rural | N/A | N/A | 1000 | 5 accesses/side/mile | Yes |

NOTES:

1. Access to the Interstate system is governed by SDDOT interchange policy. No new access shall be provided on non-interstate routes within 1/8 mile of interstate ramp terminals.
2. N/A = Not Applicable, F = Full Movement – all turns and through movements provided, D = Directional Only – certain turning and through movements not provided.
3. SDDOT may defer to stricter local standards.
4. SDDOT will seek opportunities to reduce access density wherever possible.
5. Rural class minimum unsignalized access spacing may be reduced to 660' by the Area Engineer, based on results of an engineering study as described in § 70:09:02:01.

Access Class Definitions

Interstate – the designated Interstate highway system, including I-90, I-29, I-229, and I-190.

Expressway – high-speed divided highways serving interstate and regional travel needs.

Free Flow Urban – higher speed facilities with access subordinate to through traffic movement.

Intermediate Urban – serves through traffic while allowing moderate access density.

Urban Developed – traffic artery with high access density. Access and through movement have equal priority.

Urban Fringe – rural highway serving developing area immediately adjacent to a city or town. Access regulated to provide future through-traffic priority.

Rural – low volume, high-speed facility. Access points are spaced for safety and operations efficiency.

Figure 17-1 South Dakota Access Location Criteria

Source: South Dakota Administrative Rules Chapter 70:09:02 Appendix A

FUNCTIONAL INTERSECTION AREA and ACCESS LOCATION

An intersection can be broken into two parts: the physical area of the intersection and the functional area of an intersection, as shown in **Figure 17-2**.

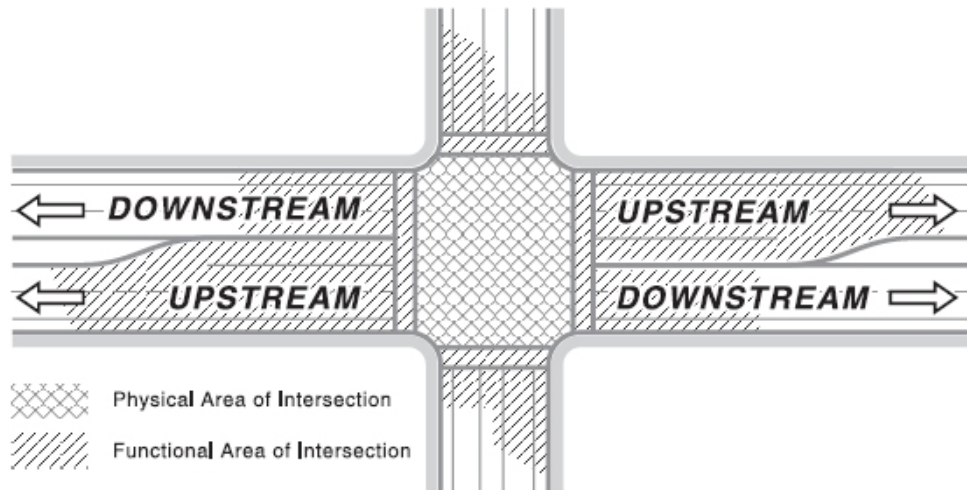


Figure 17-2, Intersection Physical and Functional Area

Source: FHWA (2009)

The functional area of an intersection is where motorists decelerate; maneuver into the appropriate lane; prepare to brake to a stop or to complete a turn as they approach an intersection; and accelerate or maneuver as they depart the intersection.

The concept of functional area applies to uncontrolled intersections, stop-controlled intersections, signalized intersections, and roundabouts. With respect to access management, AASHTO specifically states that “driveways should not be located within the functional area of an intersection or in the influence area of an adjacent driveway” (page 9-4 and TRB, page 332). This includes the longitudinal limits of auxiliary lanes.

The functional area of an intersection depends on the design speed of the facility – the higher the design speed, the larger the area required ahead of the intersection.

The upstream area consists of three components, and is shown in **Figure 17-3**:

- 1) Distance traveled during perception-reaction time, **d1 (Table 17-2)**
- 2) Distance traveled for maneuvering and deceleration to a stop, **d2 (Table 17-3)**
- 3) Queue storage, **d3**

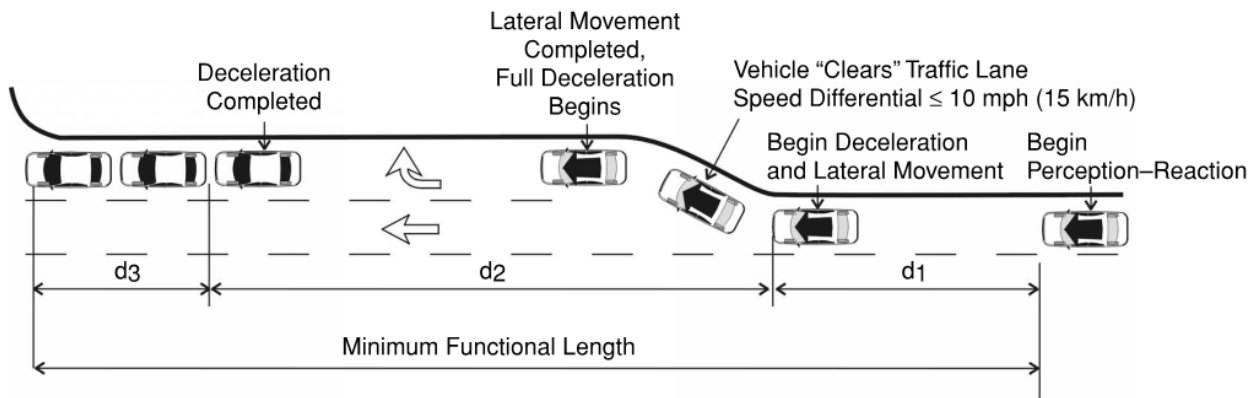


Figure 17-3, Upstream Functional Intersection Area

Source: TRB, Exhibit 14-2 (page 333)

The upstream functional area is highly dependent on whether the through lane is required to come to a stop at the intersection and increases with perception reaction-time. A perception-reaction time of 1.0-1.5 s is typical for urban and suburban conditions and 2.5 s is often used for rural situations. Traffic conditions on urban and suburban roadways result in drivers having a higher level of alertness than those on rural highways.

Queue storage (**d3**) should be obtained from Road Design. When an intersection movement is uncontrolled, there is typically no need for queue storage (**d3**); the presence of a pedestrian crossing may require some queue storage and Road Design should be consulted.

AASHTO does not define the downstream functional area of the intersection. TRB indicates using stopping sight distance to establish the downstream functional distance of an intersection. This enables drivers to pass through the intersection before having to consider a potential conflict. Topographical conditions, complexity of traffic control, unsignalized intersections on multilane highways and surrounding land-use may require longer times and distances to accommodate vehicle maneuvers of lane change, speed change and driver expectancy, and the downstream functional distance may need to be increased to provide intersection sight distance.

Limiting driveways in the functional area of an intersection helps reduce the number of decisions motorists must make near an intersection, improving safety. Ideally, no access should be provided within the functional area of an intersection. This is not always possible where property frontage is within the functional area and alternate access is not available or cannot be provided at a feasible cost. When access within the functional area cannot be avoided, movements should be restricted to right-in/right-out only.

| Distance Traveled During Driver's Perception-Reaction, d1 (feet) increases with perception-reaction time and speed. The perception reaction time varies with driver's familiarity of roadway and traffic conditions | | | | | | | | Distance Traveled During Lane Change and Deceleration to a Stop, d2 | |
|--|---|-----|-----|-----|-----|-----|-----|--|------------------|
| SPEED LIMIT (MPH) | Perception-Reaction Time (seconds) | | | | | | | SPEED LIMIT (MPH) | d2 (feet) |
| | 1.0 | 1.5 | 2.0 | 2.5 | 3.0 | 3.5 | 4.0 | | |
| 20 | 30 | 45 | 20 | 75 | 90 | 105 | 120 | 20 | 70 |
| 25 | 35 | 55 | 25 | 90 | 110 | 130 | 145 | 25 | 105 |
| 30 | 45 | 65 | 30 | 110 | 130 | 155 | 175 | 30 | 150 |
| 35 | 50 | 75 | 35 | 130 | 155 | 180 | 205 | 35 | 225 |
| 40 | 60 | 90 | 40 | 145 | 175 | 205 | 235 | 40 | 290 |
| 45 | 65 | 100 | 45 | 165 | 200 | 230 | 265 | 45 | 360 |
| 50 | 75 | 110 | 50 | 185 | 220 | 255 | 295 | 50 | 440 |
| 55 | 80 | 120 | 55 | 200 | 240 | 285 | 325 | 55 | 525 |
| 60 | 90 | 130 | 60 | 220 | 265 | 265 | 355 | 60 | 655 |
| 65 | 95 | 145 | 65 | 240 | 285 | 335 | 380 | 65 | 755 |
| 70 | 105 | 155 | 70 | 255 | 310 | 360 | 410 | 70 | 875 |
| 75 | 110 | 165 | 75 | 275 | 330 | 385 | 440 | 75 | 995 |

Table 17-2, Distance Traveled During Driver's Perception-Reaction, d1 (feet) and Table 17-3, Distance Traveled During Lane Change and Deceleration to a Stop, d2 (feet)

Source: **d1** & **d2** values are from TRB, Exhibit 14-3 (page 334) and Exhibit 14-5 (page 335)

CORNER CLEARANCE

Corner clearance is the distance between a private access driveway and the nearest crossroad intersection as shown in **Figure 17-4**.

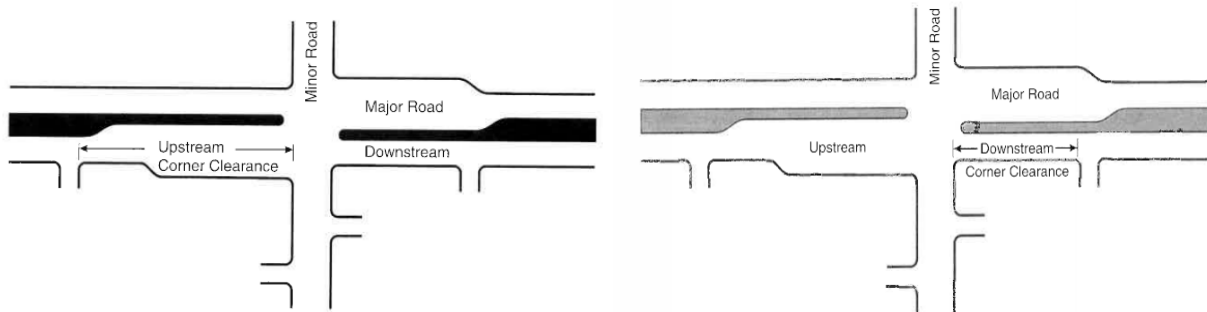


Figure 17-4, Corner Clearance

Source: TRB, Exhibit 20-2 (page 466) and Exhibit 20-4 (page 467)

Corner clearance is applicable to all categories of roadways and is aimed at preventing the location of driveways within the functional area of an intersection. Adequate corner clearance is important to effectively separate conflict points and allow drivers enough time to make safe maneuvers.

Inadequate corner clearances can result in traffic operation, safety, and capacity problems due to blocked driveway ingress and egress; conflicting and confusing turns at intersections; and backups from a downstream driveway into intersection. While inadequate corner clearance is a concern for all types of intersections, signalized intersections develop recurring queues within the functional area of an intersection that can lead to conflicts with vehicles turning into and out of driveways. Approaches to signalized intersections also have more lanes on average than other intersections, which can cause difficulties for drivers leaving driveways to weave and maneuver into desired lanes.

Upstream corner clearance should be equal or longer than the distance to upstream functional area (**Figure 17-3, $d_1 + d_2 + d_3$**). Downstream corner clearance should equal or exceed the stopping sight distance (**Table 17-4, Stopping Sight Distance**).

STOPPING SIGHT DISTANCE

Stopping sight distance is the distance needed for drivers to see an object on the roadway and bring the vehicle to a stop before colliding with the object. Stopping sight distance is the sum of the perception-reaction time distance and braking distance as shown in **Figure 17-5**.

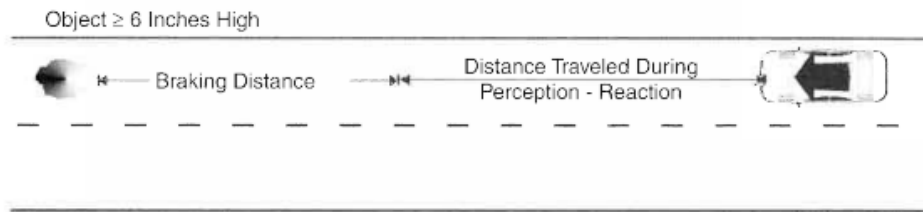


Figure 17-5, Stopping Sight Distance

Source: TRB, Exhibit 13-6 (page 299)

Stopping sight distance is needed at all access connections. SDDOT follows the current AASHTO publication *A Policy on Geometric Design of Highways and Streets* on guidance on recommended sight distances and are those values given in **Table 17-4**.

When evaluating sight distance with a changing grade, use the grade for which the longest sight distance is needed. Stopping sight distances should be measured between points on one traffic lane from both directions of travel. On two-lane highways, measuring along the centerline or traveled-way edge is acceptable (AASHTO, page 3-17).

Measuring Stopping Sight Distance

1. Determine the minimum recommended stopping sight distance for the posted speed limit, **Table 17-4**. *When evaluating sight distance with a changing grade, use the grade for which the longest sight distance is needed.*
2. Place a traffic cone with a 2-foot mark (object height is 2 feet above the roadway surface (AASHTO, page 3-15)) in the center of a highway traffic lane or on edge line at the proposed access location.
3. Move away from the cone longitudinally until reaching the minimum recommended stopping sight distance (determined in step 1 from **Table 17-4**).
4. Facing towards the traffic cone with an eye height of 3.5 feet (the height of the driver's eye is 3.5 feet above the roadway (AASHTO, page 3-15)), observe if the 2-foot mark on the cone is visible.

5. If the mark on the cone is visible, continue moving away from it until the mark can no longer be seen. Record this distance as the stopping sight distance for the appropriate direction of travel.
6. If the mark on the cone is not visible, move towards it until it is visible. Record the distance to the cone as the stopping sight distance for the appropriate direction of travel.
7. Repeat for the opposite direction of travel.

| Stopping Sight Distance along a roadway provides enough distance for a driver to come to a complete stop after seeing a condition requiring the stop. Stopping Sight Distance is measured between points on one traffic lane from both directions of travel (3.5' driver eye height & 2.0' obstacle height). | | | | | | | |
|---|--------------------------------|------------|-----|------|----------|-----|-----|
| POSTED SPEED LIMIT (MPH) | STOPPING SIGHT DISTANCE (feet) | | | | | | |
| | LEVEL | DOWNGRADES | | | UPGRADES | | |
| | | 3% | 6% | 9% | 3% | 6% | 9% |
| 15 | 80 | 80 | 82 | 85 | 75 | 74 | 73 |
| 20 | 115 | 116 | 120 | 126 | 109 | 107 | 104 |
| 25 | 155 | 158 | 165 | 173 | 147 | 143 | 140 |
| 30 | 200 | 205 | 215 | 227 | 200 | 184 | 179 |
| 35 | 250 | 257 | 271 | 287 | 237 | 229 | 222 |
| 40 | 305 | 315 | 333 | 354 | 289 | 278 | 269 |
| 45 | 360 | 378 | 400 | 427 | 344 | 331 | 320 |
| 50 | 425 | 446 | 474 | 507 | 405 | 388 | 375 |
| 55 | 495 | 520 | 553 | 593 | 469 | 450 | 433 |
| 60 | 570 | 598 | 638 | 686 | 538 | 515 | 495 |
| 65 | 645 | 682 | 728 | 785 | 612 | 584 | 561 |
| 70 | 730 | 771 | 825 | 891 | 690 | 658 | 631 |
| 75 | 820 | 866 | 927 | 1003 | 772 | 736 | 704 |

Table 17-4, Stopping Sight Distance (feet)

Source: Stopping sight distances are from AASHTO, Table 3-1 (page 3-4) and Table 3-2 (page 3-6)

Stopping sight distances are usually sufficient to allow reasonably competent and alert drivers to come to a stop under ordinary circumstances. Greater distances of visibility may be desirable at locations where drivers must make complex or instantaneous decisions, where information is difficult to perceive or when unexpected or unusual maneuvers are needed. Examples of locations where complex decisions are needed include interchanges, high-volume intersections, transitions in roadway width, and transitions in the number of lanes (AASHTO, page 7-4).

INTERSECTION SIGHT DISTANCE

Intersection sight distance is the distance needed to safely maneuver from the intersection into the traffic stream. The distance required for drivers to make a left turn or right turn from an access connection or to cross a roadway or for a driver to make a left turn from a roadway into an access connection as shown in **Figure 17-6**.

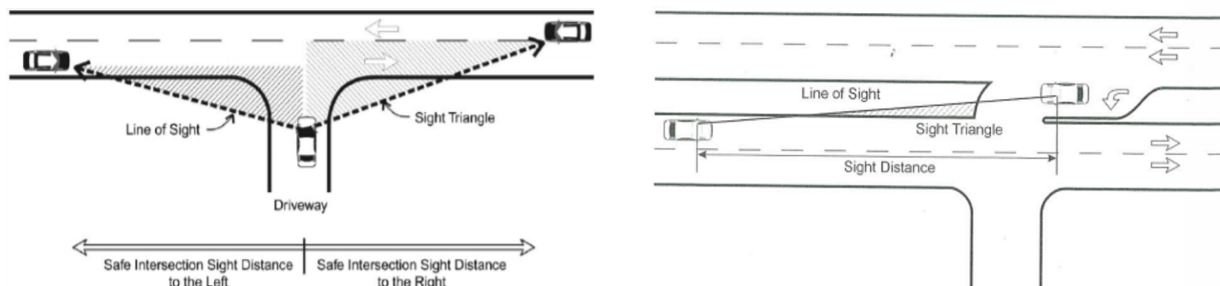


Figure 17-6, Intersection Sight Distance

Source: TRB, Exhibit 13-7 and Exhibit 13-8 (page 300)

Intersection sight distance is important for drivers on the minor road and allows them to detect conflicting vehicles and identify appropriate gaps. “If the available sight distance for an entering or crossing vehicle is at least equal to the appropriate stopping sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions” (AASHTO, page 9-35). “To enhance traffic operations, intersection sight distances that exceed stopping sight distances are desirable along the major road” (AASHTO, page 9-35).

Suggested intersection sight distance values for passenger cars entering a roadway from a stop with various speed limits are listed in **Table 17-5**. Chapter 12-Intersections contains detailed information about intersection sight distance.

Intersection Sight Distance is the distance required for drivers to make a left turn or right turn from an access connection from a stop.

| POSTED SPEED LIMIT (MPH) | Intersection Sight Distance (feet) | |
|-----------------------------------|------------------------------------|-------------------------------|
| | Left Turn from Stop | Right Turn or Cross from Stop |
| 20 | 225 | 195 |
| 25 | 280 | 240 |
| 30 | 335 | 290 |
| 35 | 390 | 335 |
| 40 | 445 | 385 |
| 45 | 500 | 430 |
| 50 | 555 | 480 |
| 55 | 610 | 530 |
| 60 | 665 | 575 |
| 65 | 720 | 625 |
| 70 | 775 | 670 |

Table 17-5, Intersection Sight Distance Values (feet) for a stopped passenger car to turn left/right onto or cross a two-lane roadway with no median and grades 3% or less.

Source: Intersection sight distances are from AASHTO, Table 9-7 (page 9-46) and Table 9-9 (page 9-48)

TECHNIQUES

The following techniques can be used to mitigate access issues in access applications or during project design.

Consolidating Access

Adjacent properties abutting major roadways should be encouraged to share a common approach road connection. This will reduce the number of conflict points and increase the distance between conflict areas. The longer spacing between access connections will also facilitate the provision of right-turn deceleration bays. (For more information on turn lane need and design, see Chapter 12-Intersections and Chapter 15-Traffic.) The smoother traffic flow on the abutting roadway will help reduce vehicular crashes and increase egress capacity.

Joint access and interparcel circulation (cross access easements) can be readily implemented in the subdivision approval process. Close cooperation between agencies is needed in developing joint access requirements as well as in their implementation. Once subdivision has already occurred, adjacent property owners should be encouraged to share a common access where it can be shown that convenience and safety can be improved. Reconstruction, which adds a nontraversable median, or median opening modifications, offers opportunities for encouraging joint access agreements, as shown in **Figure 17-7**.

Cross access easements that permit on-site circulation between adjacent properties decrease the number of vehicle trips that would normally use the abutting roadway. Property owners unable to meet driveway spacing standards should be required to provide for joint and cross access easements, wherever feasible. Abutting properties under different ownership are encouraged to comply but generally not required until they redevelop or expand. In the meantime, the applicant should be allowed a temporary driveway until driveway placement at the property line to facilitate a future shared driveway with the adjacent property can be achieved.

Flexibility is needed on an administrative level to work with the unique circumstances of each development site. Local governments could relax driveway spacing standards for properties that agree to consolidate access, and provide for parking or setback/ dimensional variances where compliance proves impractical.

maintained. Poor signal spacing can increase arterial travel times, increase the number of stops and contribute to more crashes. Signal design details are available in Chapter 15-Traffic.

Nontraversable Medians and Openings

A continuous physical separation between vehicles traveling in the opposite directions greatly reduces the potential for head-on crashes and channels turning movements to designated locations. The separation of left-turn median openings provides space for deceleration and vehicle storage that does not encroach on the adjacent through traffic lanes which can preserve or raise the operating speed on heavily traveled roadways. Access connections on opposite sides of the roadway can be safely located closer together due to the reduction in left turn conflicts with a nontraversable median. Nontraversable medians also provide space for landscaping and aesthetic enhancements and refuge for pedestrians and cyclists when they need to cross the roadway.



Figure 17-8, Installation of Nontraversable Median on Reconstruction Project where Safety is Improved for all Roadway Users
SDDOT Project NH0016(84)67, PCN 049F.

Nontraversable medians should be used as part of reconstruction in areas with ADT more than 24,000 to 28,000 vpd (TRB, page 411) and high driveway densities. The access criteria provided in the access management rules regulate median opening spacing.

Median openings on divided roadways should be provided at all signalized at-grade intersections. They also are generally provided at unsignalized junctions of arterials and collector streets. They may be provided at driveways, where they will have minimum impact on roadway flow.

The following general guidelines are suggested for implementing the criteria for median openings on divided roadways:

- Provide necessary deceleration and storage space for left turn movements in the peak and off-peak periods.
- Facilitate U-turns, especially trucks and other large vehicles.
- The spacing of median openings for signalized intersections should reflect traffic signal coordination requirements and,
- be conducive to future signalization, if it is ultimately needed.



Figure 17-9, Installation of Traffic Signal at a Nontraversable Opening
US16B/Catron Blvd & Healing Way, Buffalo Crossing Job Number 16-07.60.01

- Median openings for left-turn entrances (where there is no left-turn exit from the driveway) should be spaced to allow sufficient storage for left-turning vehicles;

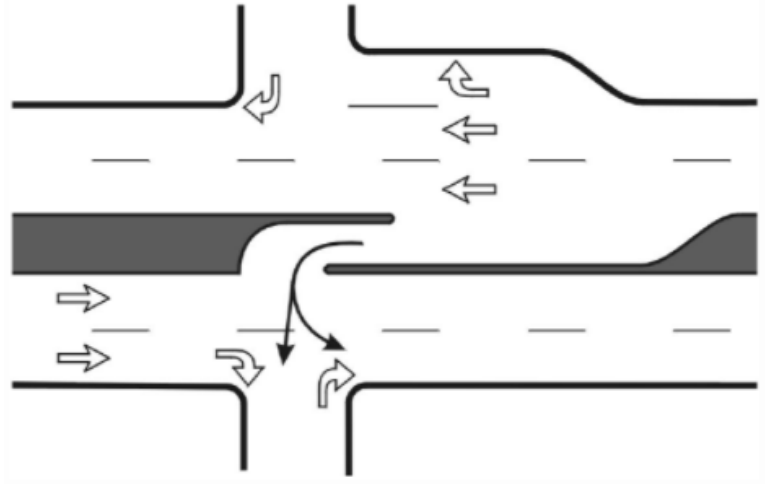


Figure 17-10, Directional Median Opening

Source: TRB, Exhibit 17-23 (page 421)

- Median openings should be set far enough back from nearby signalized intersections to avoid possible interference with intersection queues.

Continuous Two-Way Left-Turn Lane

A continuous two-way left-turn lane (TWLTL) removes left-turning vehicles from the through lanes and stores those vehicles in a flush median area until an acceptable gap in opposing traffic occurs.

Continuous TWLTLs should be considered on roadways where numerous, closely spaced, low-volume access connections exist. Continuous TWLTLs can be used to improve traffic operations on highways carrying up to 24,000 vehicles per day (TRB, page 410). Operating speeds for roadways being considered for TWLTLs should be between 25 and 45 mph. The preferred center turn lane width in South Dakota is typically 12 feet, but can range from 11 to 16 feet. The width should not exceed 16 feet, to prevent the possibility of side-by-side left turns.

Coordinate Access on Both Sides of the Roadway

On roadways where there is an excessive number of closely spaced access connections on both sides of the roadway, directly aligning access connections on opposite sides of a roadway to create a single four-leg intersection will reduce conflicting movements and increase available storage distances. Where it is not possible to directly align driveways, provide sufficient positive offset distance between driveways to avoid problems with spillback and left turn head-to-head.

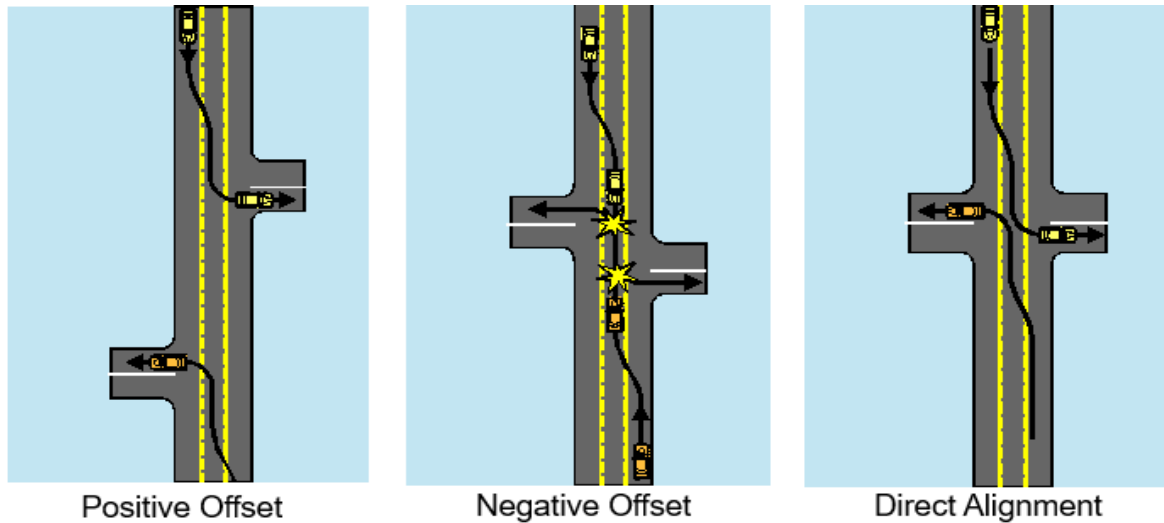


Figure 17-11, Driveway Alignment

Source: FHWA (2010)

Limit Allowable Movements

Limiting the number of vehicles turning left into or out of access connections as well as vehicles crossing between access connections on either side of a through roadway reduces the number of conflicts and delays for through traffic.

Directional Driveway or Channelizing Island to Restrict Left-Turns - A directional driveway or channelizing island may be used in a driveway throat at the intersection with a roadway to restrict left-turn movements and limit the crossing conflicts where there is a pattern or frequency of left-turn related crashes or an access is within the functional intersection area.

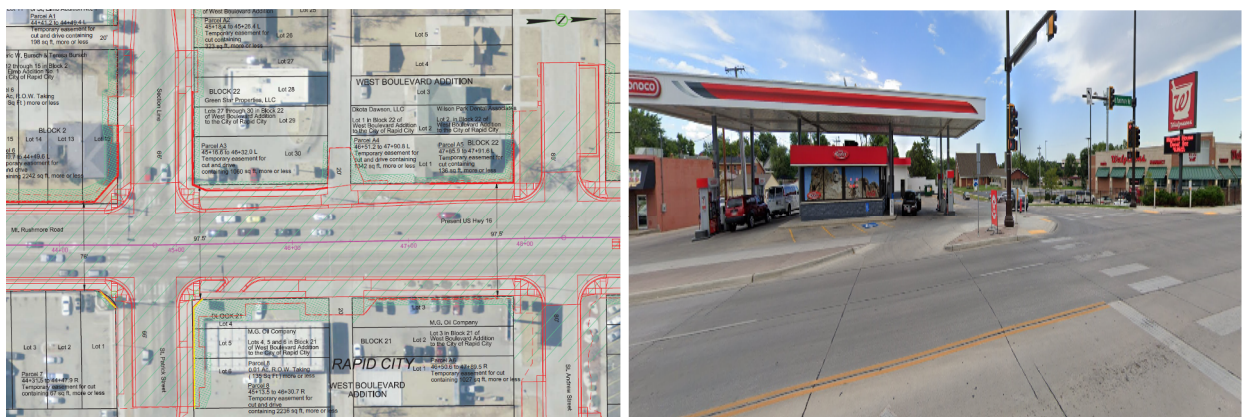


Figure 17-12, Directional Driveway on Reconstruction Project

Source: SDDOT Project NH0016(84)67, PCN 049F.

The best locations for imposing restricted movements are existing intersections that do not meet current access criteria.

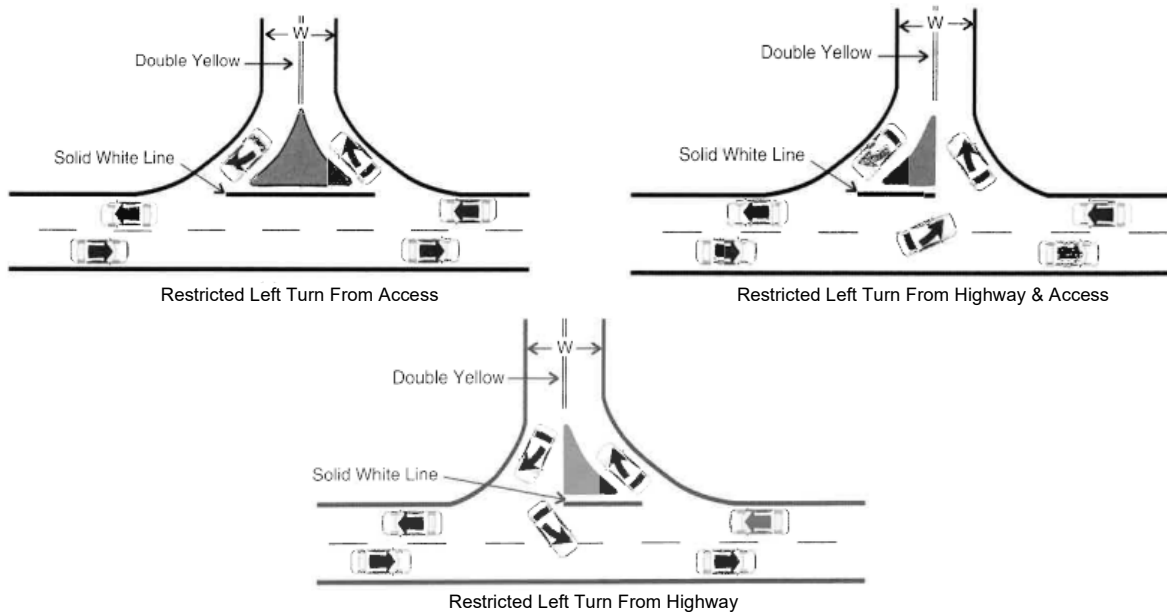


Figure 17-13, Channelizing Islands to Restrict Left Turns

Source: TRB, Exhibit 20-6-8 (pages 468 & 469)

An alternative location for left-turn egress must exist before an entrance is restricted to right movements only. Conversion of an intersection to right-in/right-out movements is considered to be within SDDOT's authority for maintaining the highway system. No landowner compensation is required unless additional right-of-way is needed.



Figure 17-14, Conversion of Access Right-In/Right-Out on Reconstruction Project

Source: SDDOT Project NH0044(125)44, PCN 4757.

Separate Left-Turn Entrances and Exits at Major Traffic Generators - Replacing full-movement access connections with limited-turn connections to separate the left-turn movements at major traffic-generators with significant left-turn volumes on divided roadways reduces conflicts.

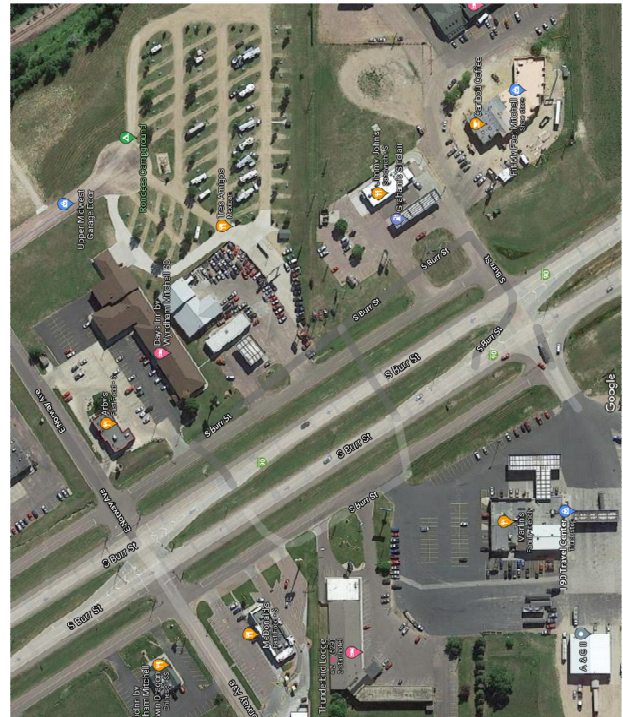
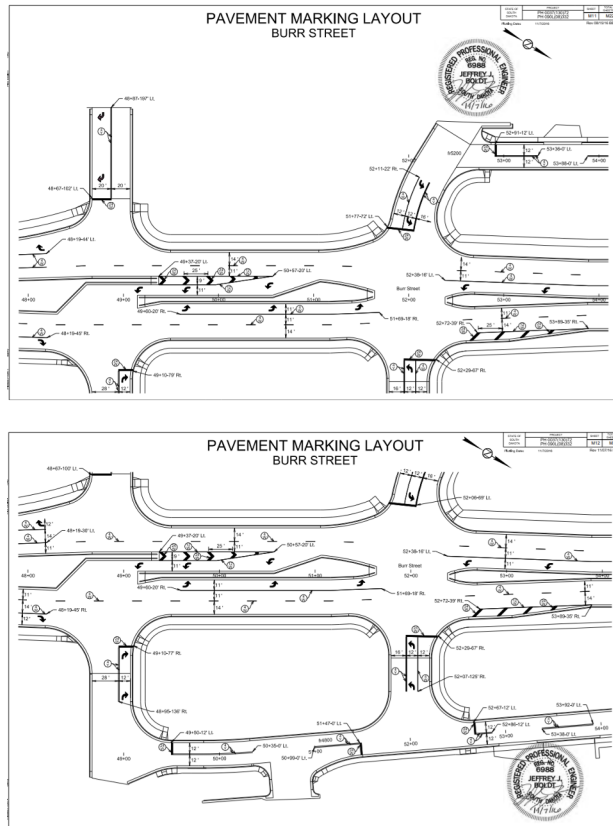


Figure 17-15, Left Turn Entrance and Exit at Major Traffic Generator
SDDOT Project PH0037(130)72, PCN 03B1

Construct or Modify Median to Allow Only Left Turns from a Major Roadway -
 When safety or operational problems are caused by left-turn egress movements from a development and rerouting the left-turn movement could be satisfactorily accommodated, reconfigure median openings to eliminate the left-turn movement.

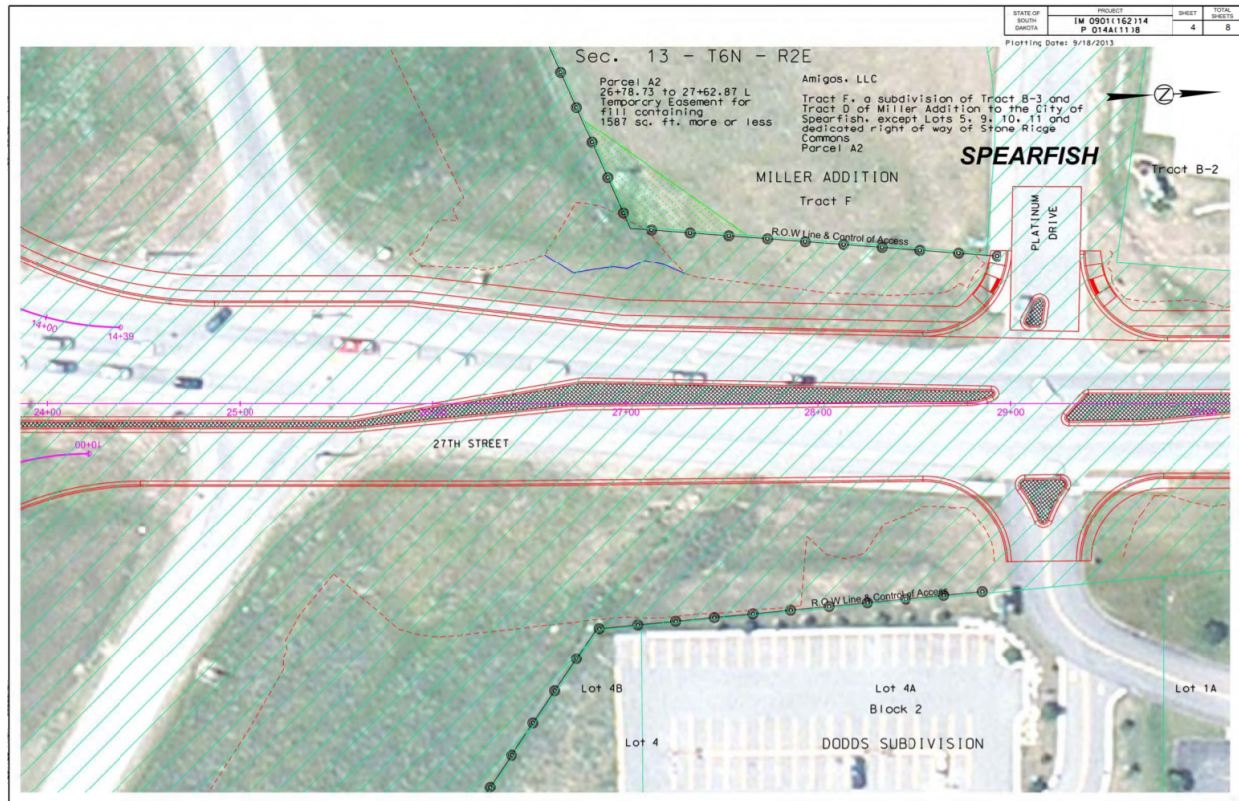


Figure 17-16, Allow Only Left Turns Only from Major Roadway on Reconstruction Project

Source: SDDOT Project IM 0901(162)14, PCN 020U.

Barriers to Prevent Uncontrolled Access along Property Frontage

The installation of a barrier (i.e. guide rail or curbing) between the edge of a roadway and the parking area should be considered to narrow the access connection and reduce the conflict area at developments where the parking areas are not physically separated from the adjacent roadway;



Figure 17-17, Installation Flexible Post-Mounted Delineators

Source: Curb on US385 near Lawrence County and Pennington County Line

This will define the driveway opening; improve driveway visibility; reduce the number of conflicting movements; and allow for sidewalks.

REFERENCES

AASHTO. (2018) *A Policy on Geometric Design of Highways and Streets* ("Green Book"). Washington, D.C. American Association of State Highway and Transportation Officials

FHWA. (2009, November) Office of Safety *Issue Brief 13: Access Management*. Federal Highway Administration
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FHWA. (2010, November) Office of Safety *Technical Summary: Access Management in the Vicinity of Intersections*. Federal Highway Administration
https://safety.fhwa.dot.gov/intersection/other_topics/fhwasa10002

ITE. (2017) *Trip Generation Manual*, 10th Edition Washington, D.C. Institute of Transportation Engineers

TRB. (2014) *Access Management Manual*, 2nd Edition Washington, D.C. Transportation Research Board

HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|---------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 10 | PIERRE | MOBRIDGE | 182.37 | +0.00 | 193.21 | +0.00 | R | FROM SD 1804 TO US 83 |
| 10 | PIERRE | MOBRIDGE | 203.22 | +0.00 | 222.00 | +0.00 | R | FROM US 83 TO WDB EUREKA |
| 10 | PIERRE | MOBRIDGE | 222.00 | +0.00 | 225.24 | +0.00 | UD | FROM WDB EUREKA TO EDB EUREKA |
| 10 | ABERDEEN | ABERDEEN | 225.24 | +0.00 | 258.00 | +0.00 | R | FROM EDB EUREKA TO WDB LEOLA |
| 10 | ABERDEEN | ABERDEEN | 258.00 | +0.00 | 259.37 | +0.00 | UD | FROM WDB LEOLA TO EDB LEOLA |
| 10 | ABERDEEN | ABERDEEN | 259.37 | +0.00 | 279.30 | +0.00 | R | FROM EDB LEOLA TO US 281 |
| 10 | ABERDEEN | ABERDEEN | 282.30 | +0.00 | 296.00 | +0.790 | R | FROM US 281 TO WDB HOUGHTON |
| 10 | ABERDEEN | ABERDEEN | 296.00 | +0.790 | 297.26 | +0.820 | UD | FROM WDB HOUGHTON TO EDB HOUGHTON |
| 10 | ABERDEEN | ABERDEEN | 297.26 | +0.820 | 320.06 | +0.00 | R | FROM EDB HOUGHTON TO WDB BRITTON |
| 10 | ABERDEEN | ABERDEEN | 320.06 | +0.00 | 321.57 | +0.110 | UD | FROM WDB BRITTON TO EDB BRITTON |
| 10 | ABERDEEN | ABERDEEN | 321.57 | +0.110 | 349.85 | +0.00 | R | FROM EDB BRITTON TO WEST BOUNDARY WATERTOWN AREA |
| 10 | ABERDEEN | WATERTOWN | 349.85 | +0.00 | 358.00 | +0.070 | R | FROM EAST BOUNDARY ABERDEEN AREA TO WDB SISSETON |
| 10 | ABERDEEN | WATERTOWN | 358.00 | +0.070 | 359.18 | +0.00 | UD | FROM WDB SISSETON TO EDB SISSETON |
| 10 | ABERDEEN | WATERTOWN | 359.18 | +0.00 | 362.00 | +0.190 | UF | FROM WDB SISSETON TO EAST OF I-29 |
| 10 | ABERDEEN | WATERTOWN | 362.00 | +0.190 | 371.58 | +0.00 | R | FROM EAST OF I-29 TO STATE LINE |
| 11 | MITCHELL | YANKTON | 9.04 | +0.00 | 9.28 | +0.00 | UD | FROM FRANKLIN ST. TO PLEASANT ST. IN ELK POINT |
| 11 | MITCHELL | YANKTON | 9.28 | +0.00 | 14.10 | +0.00 | R | FROM PLEASANT ST. TO SD 50 |
| 11 | MITCHELL | YANKTON | 23.46 | +0.00 | 35.11 | +0.00 | R | FROM SD 48 TO SDB ALCESTER |
| 11 | MITCHELL | YANKTON | 35.11 | +0.00 | 35.51 | +0.00 | UD | FROM SDB ALCESTER TO NDB ALCESTER |
| 11 | MITCHELL | YANKTON | 35.51 | +0.00 | 48.49 | +0.00 | R | FROM NDB ALCESTER TO SOUTH BOUNDARY SIOUX FALLS AREA |
| 11 | MITCHELL | SIOUX FALLS | 48.49 | +0.00 | 54.48 | +0.00 | R | FROM NORTH BOUNDARY YANKTON AREA TO US 18 |
| 11 | MITCHELL | SIOUX FALLS | 55.43 | +0.00 | 64.00 | +0.420 | R | FROM US 18 TO HARRISBURG CORNER |
| 11 | MITCHELL | SIOUX FALLS | 64.00 | +0.420 | 66.42 | +0.00 | UF | FROM HARRISBURG CORNER TO LINCOLN COUNTY 106 |
| 11 | MITCHELL | SIOUX FALLS | 66.42 | +0.00 | 72.25 | +0.00 | UF/SF | FROM LINCOLN COUNTY 106 TO SD 42 |
| 11 | MITCHELL | SIOUX FALLS | 74.71 | +0.00 | 78.00 | +0.310 | UF | FROM SD 42 TO SDB BRANDON |
| 11 | MITCHELL | SIOUX FALLS | 78.00 | +0.310 | 81.56 | +0.020 | IU | FROM SDB BRANDON TO NDB CORSON |
| 11 | MITCHELL | SIOUX FALLS | 81.56 | +0.020 | 102.55 | +0.00 | R | FROM NDB CORSON TO STATE LINE |
| 12 | RAPID CITY | BELLE FOURCHE | 80.5 | +0.00 | 90.82 | +0.00 | R | FROM STATE LINE TO WDB LEMMON |
| 12 | RAPID CITY | BELLE FOURCHE | 90.82 | +0.00 | 92.53 | +0.00 | UD | FROM WDB LEMMON TO EDB LEMMON |
| 12 | RAPID CITY | BELLE FOURCHE | 92.53 | +0.00 | 101.68 | +0.00 | R | FROM EDB LEMMON TO WEST BOUNDARY MOBRIDGE AREA |
| 12 | PIERRE | MOBRIDGE | 101.68 | +0.00 | 113.04 | +0.00 | R | FROM EAST BOUNDARY BELLE FOURCHE AREA TO WDB MORRISTOWN |
| 12 | PIERRE | MOBRIDGE | 113.04 | +0.00 | 113.56 | +0.00 | UD | FROM WDB MORRISTOWN TO EDB MORRISTOWN |
| 12 | PIERRE | MOBRIDGE | 113.56 | +0.00 | 121.94 | +0.00 | R | FROM EDB MORRISTOWN TO WDB WATAUGA |
| 12 | PIERRE | MOBRIDGE | 121.94 | +0.00 | 122.34 | +0.00 | UD | FROM WDB WATAUGA TO EDB WATAUGA |
| 12 | PIERRE | MOBRIDGE | 122.34 | +0.00 | 131.02 | +0.00 | R | FROM EDB WATAUGA TO WDB MCINTOSH |
| 12 | PIERRE | MOBRIDGE | 131.02 | +0.00 | 131.59 | +0.00 | UD | FROM WDB MCINTOSH TO EDB MCINTOSH |
| 12 | PIERRE | MOBRIDGE | 131.59 | +0.00 | 158.8 | +0.00 | R | FROM EDB MCINTOSH TO WDB MCLAUGHLIN |
| 12 | PIERRE | MOBRIDGE | 158.8 | +0.00 | 159.81 | +0.00 | UD | FROM WDB MCLAUGHLIN TO EDB MCLAUGHLIN |
| 12 | PIERRE | MOBRIDGE | 159.81 | +0.00 | 187.3 | +0.00 | R | FROM EDB MCLAUGHLIN TO WDB MOBRIDGE |
| 12 | PIERRE | MOBRIDGE | 187.3 | +0.00 | 191.00 | +0.925 | UD | FROM WDB MOBRIDGE TO EDB MOBRIDGE |

I = INTERSTATE

E = EXPRESSWAY

FF = FREE FLOW URBAN

IU = INTERMEDIATE URBAN

UD = URBAN DEVELOPED

UF = URBAN FRINGE

R = RURAL

SF = DEFER TO SIOUX FALLS DESIGN STANDARDS

HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|-------------|-----------|--------|--------|--------|----------|--|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 12 | PIERRE | MOBRIDGE | 191.00 | +925 | 209.61 | +000 | R | FROM EDB MOBRIDGE TO WDB SELBY |
| 12 | PIERRE | MOBRIDGE | 209.61 | +000 | 210.17 | +000 | UD | FROM WDB SELBY TO EDB SELBY |
| 12 | PIERRE | MOBRIDGE | 210.17 | +000 | 233.07 | +000 | R | FROM EDB SELBY TO WEST BOUNDARY ABERDEEN AREA |
| 12 | ABERDEEN | ABERDEEN | 233.07 | +000 | 247.56 | +000 | R | FROM EAST BOUNDARY MOBRIDGE AREA TO WDB ROSCOE |
| 12 | ABERDEEN | ABERDEEN | 247.56 | +000 | 248.32 | +000 | UD | FROM WDB ROSCOE TO EDB ROSCOE |
| 12 | ABERDEEN | ABERDEEN | 248.32 | +000 | 262.36 | +000 | R | FROM EDB ROSCOE TO WDB IPSWICH |
| 12 | ABERDEEN | ABERDEEN | 262.36 | +000 | 263.53 | +000 | UD | FROM WDB IPSWICH TO EDB IPSWICH |
| 12 | ABERDEEN | ABERDEEN | 263.53 | +000 | 283.82 | +000 | R | FROM EDB IPSWICH TO WEST FRINGE ABERDEEN |
| 12 | ABERDEEN | ABERDEEN | 283.82 | +000 | 288.94 | +000 | UF | FROM WEST FRINGE ABERDEEN TO US 281 SOUTH |
| 12 | ABERDEEN | ABERDEEN | 288.94 | +000 | 292.96 | +000 | UD | FROM US 281 SOUTH TO MELGARD ROAD |
| 12 | ABERDEEN | ABERDEEN | 292.96 | +000 | 295.24 | +000 | UF | FROM MELGARD ROAD TO EAST FRINGE ABERDEEN |
| 12 | ABERDEEN | ABERDEEN | 295.24 | +000 | 308.75 | +000 | E | FROM EAST FRINGE ABERDEEN TO WDB GROTON |
| 12 | ABERDEEN | ABERDEEN | 308.75 | +000 | 309.34 | +000 | UD | FROM WDB GROTON TO EDB GROTON |
| 12 | ABERDEEN | ABERDEEN | 309.34 | +000 | 341.50 | +040 | E | FROM EDB GROTON TO WDB WEBSTER |
| 12 | ABERDEEN | ABERDEEN | 341.50 | +040 | 343.54 | +000 | UD | FROM WDB WEBSTER TO EDB WEBSTER |
| 12 | ABERDEEN | ABERDEEN | 343.54 | +000 | 352.84 | +000 | E | FROM EDB WEBSTER TO WDB WAUBAY |
| 12 | ABERDEEN | ABERDEEN | 352.84 | +000 | 353.85 | +000 | UD | FROM WDB WAUBAY TO EDB WAUBAY |
| 12 | ABERDEEN | ABERDEEN | 353.85 | +000 | 366.36 | +000 | E | FROM EDB WAUBAY TO I-29 |
| 12 | ABERDEEN | WATERTOWN | 366.36 | +000 | 388.52 | +000 | R | FROM I-29 TO WDB MILBANK |
| 12 | ABERDEEN | WATERTOWN | 388.52 | +000 | 390.50 | +000 | UD | FROM WDB MILBANK TO EDB MILBANK |
| 12 | ABERDEEN | WATERTOWN | 390.50 | +000 | 398.66 | +120 | R | FROM EDB MILBANK TO WDB BIG STONE CITY |
| 12 | ABERDEEN | WATERTOWN | 398.66 | +120 | 399.74 | +000 | UD | FROM WDB BIG STONE CITY TO STATE LINE |
| 13 | MITCHELL | SIOUX FALLS | 105.00 | +000 | 107.34 | +000 | R | FROM SD 34 TO SDB FLANDREAU |
| 13 | MITCHELL | SIOUX FALLS | 107.34 | +000 | 107.90 | +000 | UD | FROM SDB FLANDREAU TO NDB FLANDREAU |
| 13 | MITCHELL | SIOUX FALLS | 107.90 | +000 | 118.04 | +000 | R | FROM NDB FLANDREAU TO SOUTH BOUNDARY WATERTOWN AREA |
| 13 | ABERDEEN | WATERTOWN | 118.04 | +000 | 128.05 | +000 | R | FROM NORTH BOUNDARY SIOUX FALLS AREA TO US 14 |
| 14 | RAPID CITY | RAPID CITY | 113.74 | +000 | 123.14 | +000 | R | FROM I-90 TO WEST BOUNDARY PIERRE AREA |
| 14 | PIERRE | PIERRE | 123.14 | +000 | 142.25 | +000 | R | FROM EAST BOUNDARY RAPID CITY AREA TO WDB PHILLIP |
| 14 | PIERRE | PIERRE | 142.25 | +000 | 143.16 | +000 | UD | FROM WDB PHILLIP TO EDB PHILLIP |
| 14 | PIERRE | PIERRE | 143.16 | +000 | 168.37 | +000 | R | FROM EDB PHILLIP TO WDB MIDLAND |
| 14 | PIERRE | PIERRE | 168.37 | +000 | 168.82 | +000 | UD | FROM WDB MIDLAND TO EDB MIDLAND |
| 14 | PIERRE | PIERRE | 168.82 | +000 | 194.89 | +000 | R | FROM EDB MIDLAND TO WDB HAYES |
| 14 | PIERRE | PIERRE | 194.89 | +000 | 195.42 | +000 | UD | FROM WDB HAYES TO EDB HAYES |
| 14 | PIERRE | PIERRE | 195.42 | +000 | 226.86 | +000 | R | FROM EDB HAYES TO WDB FT. PIERRE |
| 14 | PIERRE | PIERRE | 226.86 | +000 | 227.56 | +000 | IU | FROM WDB FT. PIERRE TO US 83 |
| 14 | PIERRE | PIERRE | 227.56 | +000 | 228.35 | +000 | FF | FROM US 83 IN FT. PIERRE TO EAST END MISSOURI RIVER BRIDGE |
| 14 | PIERRE | PIERRE | 228.35 | +000 | 230.39 | +000 | UD | FROM E END MISSOURI RIVER BRIDGE TO W END DIVIDED SECTION |
| 14 | PIERRE | PIERRE | 230.39 | +000 | 233.95 | +000 | FF | FROM WEST END DIVIDED SECTION TO EAST END DIVIDED SECTION |
| 14 | PIERRE | PIERRE | 233.95 | +000 | 250.39 | +000 | R | FROM EAST END DIVIDED SECTION TO WDB BLUNT |
| 14 | PIERRE | PIERRE | 250.39 | +000 | 250.96 | +000 | UD | FROM WDB BLUNT TO EDB BLUNT |

I = INTERSTATE

E = EXPRESSWAY

FF = FREE FLOW URBAN

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UD = URBAN DEVELOPED

UF = URBAN FRINGE

R = RURAL

SF = DEFER TO SIOUX FALLS DESIGN STANDARDS

HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|----------|-----------|-----------|--------|--------|--------|----------|--|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 14 | PIERRE | PIERRE | 250.96 | +0.00 | 263.00 | +110 | R | FROM EDB BLUNT TO WDB HAROLD |
| 14 | PIERRE | PIERRE | 263.00 | +110 | 263.50 | +0.00 | UD | FROM WDB HAROLD TO EDB HAROLD |
| 14 | PIERRE | PIERRE | 263.50 | +0.00 | 267.05 | +0.00 | R | FROM EDB HAROLD TO WEST BOUNDARY HURON AREA |
| 14 | ABERDEEN | HURON | 267.05 | +0.00 | 277.00 | +730 | R | FROM EAST BOUNDARY PIERRE AREA TO WDB HIGHMORE |
| 14 | ABERDEEN | HURON | 277.00 | +730 | 278.25 | +0.00 | UD | FROM WDB HIGHMORE TO EDB HIGHMORE |
| 14 | ABERDEEN | HURON | 278.25 | +0.00 | 300.23 | +0.00 | R | FROM EDB HIGHMORE TO WDB MILLER |
| 14 | ABERDEEN | HURON | 300.23 | +0.00 | 302.06 | +0.00 | UD | FROM WDB MILLER TO EDB MILLER |
| 14 | ABERDEEN | HURON | 302.06 | +0.00 | 303.00 | +310 | UF | FROM EDB MILLER TO WDB ST. LAWRENCE |
| 14 | ABERDEEN | HURON | 303.00 | +310 | 303.77 | +0.00 | UD | FROM WDB ST. LAWRENCE TO EDB ST. LAWRENCE |
| 14 | ABERDEEN | HURON | 303.77 | +0.00 | 316.21 | +140 | R | FROM EDB ST. LAWRENCE TO WDB WESSINGTON |
| 14 | ABERDEEN | HURON | 316.21 | +140 | 316.76 | +0.00 | UD | FROM WDB WESSINGTON TO EDB WESSINGTON |
| 14 | ABERDEEN | HURON | 316.76 | +0.00 | 326.39 | +0.00 | R | FROM EDB WESSINGTON TO US 281 |
| 14 | ABERDEEN | HURON | 326.39 | +0.00 | 329.79 | +0.00 | R | FROM US 281 TO WDB WOLSEY |
| 14 | ABERDEEN | HURON | 329.79 | +0.00 | 331.02 | +0.00 | UD | FROM WDB WOLSEY TO EDB WOLSEY |
| 14 | ABERDEEN | HURON | 331.02 | +0.00 | 333.55 | +0.00 | R | FROM EDB WOLSEY TO US 281 |
| 14 | ABERDEEN | HURON | 333.55 | +0.00 | 340.00 | +508 | R | FROM US 281 TO WEST FRINGE HURON |
| 14 | ABERDEEN | HURON | 340.00 | +508 | 351.62 | +0.00 | FF | FROM WEST FRINGE HURON TO EAST FRINGE HURON |
| 14 | ABERDEEN | HURON | 351.62 | +0.00 | 354.17 | +0.00 | R | FROM EAST FRINGE HURON TO WDB CAVOUR |
| 14 | ABERDEEN | HURON | 354.17 | +0.00 | 354.60 | +0.00 | UD | FROM WDB CAVOUR TO EDB CAVOUR |
| 14 | ABERDEEN | HURON | 354.60 | +0.00 | 363.39 | +0.00 | R | FROM EDB CAVOUR TO WDB IROQUOIS |
| 14 | ABERDEEN | HURON | 363.39 | +0.00 | 363.82 | +0.00 | UD | FROM WDB IROQUOIS TO EDB IROQUOIS |
| 14 | ABERDEEN | HURON | 363.82 | +0.00 | 377.83 | +0.00 | R | FROM EDB IROQUOIS TO WDB DESMET |
| 14 | ABERDEEN | HURON | 377.83 | +0.00 | 378.77 | +104 | UD | FROM WDB DESMET TO EDB DESMET |
| 14 | ABERDEEN | HURON | 378.77 | +104 | 387.47 | +0.00 | R | FROM EDB DESMET TO WDB LAKE PRESTON |
| 14 | ABERDEEN | HURON | 387.47 | +0.00 | 388.47 | +0.00 | UD | FROM WDB LAKE PRESTON TO EDB LAKE PRESTON |
| 14 | ABERDEEN | HURON | 388.47 | +0.00 | 400.00 | +073 | R | FROM EDB LAKE PRESTON TO WDB ARLINGTON |
| 14 | ABERDEEN | HURON | 400.00 | +073 | 400.73 | +0.00 | UD | FROM WDB ARLINGTON TO WEST BOUNDARY WATERTOWN AREA |
| 14 | ABERDEEN | WATERTOWN | 400.73 | +0.00 | 400.99 | +0.00 | UD | FROM EAST BOUNDARY HURON AREA TO EDB ARLINGTON |
| 14 | ABERDEEN | WATERTOWN | 400.99 | +0.00 | 412.73 | +077 | R | FROM EDB ARLINGTON TO WDB VOLGA |
| 14 | ABERDEEN | WATERTOWN | 412.73 | +077 | 413.97 | +0.00 | UD | FROM WDB VOLGA TO EDB VOLGA |
| 14 | ABERDEEN | WATERTOWN | 413.97 | +0.00 | 419.12 | +0.00 | E | FROM EDB VOLGA TO WDB BROOKINGS |
| 14 | ABERDEEN | WATERTOWN | 419.12 | +0.00 | 419.58 | +0.00 | IU | FROM WDB BROOKINGS TO HUGHES AVENUE |
| 14 | ABERDEEN | WATERTOWN | 419.58 | +0.00 | 421.47 | +0.00 | UD | FROM HUGHES AVENUE TO 22ND AVENUE |
| 14 | ABERDEEN | WATERTOWN | 421.47 | +0.00 | 422.44 | +0.00 | FF | FROM 22ND AVENUE TO EAST CITY LIMITS BROOKINGS |
| 14 | ABERDEEN | WATERTOWN | 422.44 | +0.00 | 423.19 | +0.00 | UF | FROM EAST CITY LIMITS BROOKINGS TO JCT. US 14B |
| 14 | ABERDEEN | WATERTOWN | 423.19 | +0.00 | 439.75 | +0.00 | R | FROM EDB BROOKINGS TO STATE LINE |
| 15 | ABERDEEN | WATERTOWN | 128.23 | +0.00 | 140.53 | +0.00 | R | FROM SD 28 TO SDB CLEAR LAKE |
| 15 | ABERDEEN | WATERTOWN | 140.53 | +0.00 | 141.30 | +0.00 | UD | FROM SDB CLEAR LAKE TO NDB CLEAR LAKE |
| 15 | ABERDEEN | WATERTOWN | 141.30 | +0.00 | 174.00 | +090 | R | FROM NDB CLEAR LAKE TO SDB MILBANK |
| 15 | ABERDEEN | WATERTOWN | 174.00 | +090 | 175.60 | +0.00 | UD | FROM SDB MILBANK TO NDB MILBANK |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|-------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 15 | ABERDEEN | WATERTOWN | 175.60 | +0.00 | 198.26 | +0.00 | R | FROM NDB MILBANK TO SDB WILMOT |
| 15 | ABERDEEN | WATERTOWN | 198.26 | +0.00 | 198.91 | +0.00 | UD | FROM SDB WILMOT TO NDB WILMOT |
| 15 | ABERDEEN | WATERTOWN | 198.81 | +0.00 | 207.69 | +0.00 | R | FROM NDB WILMOT TO END |
| 16 | RAPID CITY | CUSTER | 0.00 | +0.00 | 25.87 | +0.00 | R | FROM STATE LINE TO WDB CUSTER |
| 16 | RAPID CITY | CUSTER | 25.87 | +0.00 | 28.40 | +0.00 | UD | FROM WDB CUSTER TO EDB CUSTER |
| 16 | RAPID CITY | CUSTER | 28.40 | +0.00 | 40.45 | +0.00 | R | FROM EDB CUSTER TO WDB HILL CITY |
| 16 | RAPID CITY | CUSTER | 40.45 | +0.00 | 41.48 | +0.020 | UD | FROM WDB HILL CITY TO EDB HILL CITY |
| 16 | RAPID CITY | CUSTER | 41.48 | +0.020 | 43.44 | +0.402 | R | FROM EDB HILL CITY TO SOUTH BOUNDARY THREE FORKS AREA |
| 16 | RAPID CITY | CUSTER | 43.44 | +0.402 | 45.16 | +0.00 | IU | FROM S BOUNDARY THREE FORKS TO N BOUNDARY THREE FORKS |
| 16 | RAPID CITY | CUSTER | 45.16 | +0.00 | 49.69 | +0.00 | R | FROM N BOUNDARY THREE FORKS TO S BOUNDARY RAPID CITY AREA |
| 16 | RAPID CITY | RAPID CITY | 49.69 | +0.00 | 63.21 | +0.00 | E | FROM NORTH BOUNDARY CUSTER AREA TO MOON MEADOWS ROAD |
| 16 | RAPID CITY | RAPID CITY | 63.21 | +0.00 | 64.19 | +0.00 | E | FROM MOON MEADOWS ROAD TO US 16B |
| 16 | RAPID CITY | RAPID CITY | 64.19 | +0.00 | 67.18 | +0.00 | FF | FROM US 16B TO FAIRMONT BOULEVARD |
| 16 | RAPID CITY | RAPID CITY | 67.18 | +0.00 | 69.00 | +0.00 | UD | FROM FAIRMONT BOULEVARD TO OMAHA STREET |
| 17 | MITCHELL | SIOUX FALLS | 42.05 | +0.00 | 43.00 | +0.500 | UD | FROM SD 44 TO NDB LENNOX |
| 17 | MITCHELL | SIOUX FALLS | 43.00 | +0.500 | 55.80 | +0.00 | R | FROM NDB LENNOX TO SD 42 |
| 18 | RAPID CITY | CUSTER | 0.00 | +0.00 | 38.50 | +0.00 | R | FROM STATE LINE TO WDB HOT SPRINGS |
| 18 | RAPID CITY | CUSTER | 38.50 | +0.00 | 40.78 | +0.00 | UD | FROM WDB HOT SPRINGS TO EDB HOT SPRINGS |
| 18 | RAPID CITY | CUSTER | 40.78 | +0.00 | 102.85 | +0.00 | R | FROM EDB HOT SPRINGS TO WDB PINE RIDGE |
| 18 | RAPID CITY | CUSTER | 102.85 | +0.00 | 105.85 | +0.00 | UD | FROM WDB PINE RIDGE TO EDB PINE RIDGE |
| 18 | RAPID CITY | CUSTER | 105.85 | +0.00 | 120.99 | +0.00 | R | FROM EDB PINE RIDGE TO WEST BOUNDARY WINNER AREA |
| 18 | PIERRE | WINNER | 120.99 | +0.00 | 129.19 | +0.060 | R | FROM EAST BOUNDARY CUSTER AREA TO WDB BATESLAND |
| 18 | PIERRE | WINNER | 129.19 | +0.060 | 129.19 | +0.540 | UD | FROM WDB BATESLAND TO EDB BATESLAND |
| 18 | PIERRE | WINNER | 129.19 | +0.540 | 148.00 | +0.370 | R | FROM EDB BATESLAND TO WDB MARTIN |
| 18 | PIERRE | WINNER | 148.00 | +0.370 | 149.15 | +0.137 | UD | FROM WDB MARTIN TO EDB MARTIN |
| 18 | PIERRE | WINNER | 149.15 | +0.137 | 168.33 | +0.00 | R | FROM EDB MARTIN TO WDB VETAL |
| 18 | PIERRE | WINNER | 168.33 | +0.00 | 168.63 | +0.00 | UD | FROM WDB VETAL TO EDB VETAL |
| 18 | PIERRE | WINNER | 168.63 | +0.00 | 208.68 | +0.00 | R | FROM EDB VETAL TO WDB MISSION |
| 18 | PIERRE | WINNER | 208.68 | +0.00 | 210.00 | +0.581 | UD | FROM WDB MISSION TO EDB MISSION |
| 18 | PIERRE | WINNER | 210.00 | +0.581 | 251.25 | +0.00 | R | FROM EDB MISSION TO WDB WINNER |
| 18 | PIERRE | WINNER | 251.25 | +0.00 | 253.14 | +0.00 | UD | FROM WDB WINNER TO EDB WINNER |
| 18 | PIERRE | WINNER | 253.14 | +0.00 | 262.95 | +0.00 | R | FROM EDB WINNER TO WDB COLOME |
| 18 | PIERRE | WINNER | 262.95 | +0.00 | 263.34 | +0.480 | UD | FROM WDB COLOME TO EDB COLOME |
| 18 | PIERRE | WINNER | 263.34 | +0.480 | 273.71 | +0.00 | R | FROM EDB COLOME TO WEST BOUNDARY MITCHELL AREA |
| 18 | MITCHELL | MITCHELL | 273.71 | +0.00 | 277.00 | +0.720 | R | FROM EAST BOUNDARY WINNER AREA TO WDB GREGORY |
| 18 | MITCHELL | MITCHELL | 277.00 | +0.720 | 279.00 | +0.020 | UD | FROM WDB GREGORY TO EDB GREGORY |
| 18 | MITCHELL | MITCHELL | 279.00 | +0.020 | 285.50 | +0.00 | R | FROM EDB GREGORY TO WDB BURKE |
| 18 | MITCHELL | MITCHELL | 285.50 | +0.00 | 286.17 | +0.040 | UD | FROM WDB BURKE TO EDB BURKE |
| 18 | MITCHELL | MITCHELL | 286.17 | +0.040 | 306.15 | +0.00 | R | FROM EDB BURKE TO WDB BONESTEEL |
| 18 | MITCHELL | MITCHELL | 306.15 | +0.00 | 306.34 | +0.060 | UD | FROM WDB BONESTEEL TO EDB BONESTEEL |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|---------------|-----------|--------|--------|--------|----------|--|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 18 | MITCHELL | MITCHELL | 306.34 | +060 | 332.40 | +000 | R | FROM EDB BONESTEEL TO WDB PICKSTOWN |
| 18 | MITCHELL | MITCHELL | 332.40 | +000 | 333.00 | +020 | UD | FROM WDB PICKSTOWN TO EDB PICKSTOWN |
| 18 | MITCHELL | MITCHELL | 333.00 | +020 | 338.86 | +000 | R | FROM EDB PICKSTOWN TO WDB LAKE ANDES |
| 18 | MITCHELL | MITCHELL | 338.86 | +000 | 339.25 | +000 | UD | FROM WDB LAKE ANDES TO EDB LAKE ANDES |
| 18 | MITCHELL | MITCHELL | 339.25 | +000 | 373.94 | +000 | R | FROM EDB LAKE ANDES TO WEST BOUNDARY YANKTON AREA |
| 18 | MITCHELL | YANKTON | 373.94 | +000 | 389.45 | +000 | R | FROM EAST BOUNDARY MITCHELL AREA TO WDB OLIVET |
| 18 | MITCHELL | YANKTON | 389.45 | +000 | 390.13 | +000 | UD | FROM WDB OLIVET TO EDB OLIVET |
| 18 | MITCHELL | YANKTON | 390.13 | +000 | 394.18 | +000 | R | FROM EDB OLIVET TO WDB MENNO |
| 18 | MITCHELL | YANKTON | 394.18 | +000 | 395.05 | +000 | UD | FROM WDB MENNO TO EDB MENNO |
| 18 | MITCHELL | YANKTON | 395.05 | +000 | 420.81 | +000 | R | FROM EDB MENNO TO WEST BOUNDARY SIOUX FALLS AREA |
| 18 | MITCHELL | SIOUX FALLS | 419.82 | +000 | 424.87 | +000 | R | FROM EAST BOUNDARY YANKTON AREA TO WDB DAVIS |
| 18 | MITCHELL | SIOUX FALLS | 424.87 | +000 | 425.46 | +027 | UD | FROM WDB DAVIS TO EDB DAVIS |
| 18 | MITCHELL | SIOUX FALLS | 425.46 | +027 | 435.24 | +000 | R | FROM EDB DAVIS TO I-29 |
| 18 | MITCHELL | SIOUX FALLS | 438.25 | +000 | 447.00 | +144 | R | FROM I-29 TO WDB CANTON |
| 18 | MITCHELL | SIOUX FALLS | 447.00 | +144 | 449.45 | +186 | UD | FROM WDB CANTON TO EDB CANTON |
| 18 | MITCHELL | SIOUX FALLS | 449.45 | +186 | 451.96 | +000 | R | FROM EDB CANTON TO STATE LINE |
| 19 | MITCHELL | YANKTON | 0.00 | +000 | 4.50 | +000 | R | FROM STATE LINE TO SD 50 |
| 19 | MITCHELL | YANKTON | 4.50 | +000 | 4.99 | +000 | IU | FROM SD 50L TO SD 50 |
| 19 | MITCHELL | YANKTON | 4.99 | +000 | 25.28 | +000 | R | FROM SD 50 TO SD 46 |
| 19 | MITCHELL | YANKTON | 31.26 | +000 | 37.04 | +000 | R | FROM SD 46 TO SDB VIBORG |
| 19 | MITCHELL | YANKTON | 37.04 | +000 | 37.63 | +000 | UD | FROM SDB VIBORG TO NDB VIBORG |
| 19 | MITCHELL | YANKTON | 37.63 | +000 | 42.27 | +000 | R | FROM NDB VIBORG TO SOUTH BOUNDARY SIOUX FALLS AREA |
| 19 | MITCHELL | SIOUX FALLS | 43.26 | +000 | 51.26 | +000 | R | FROM NORTH BOUNDARY YANKTON AREA TO SD 44 |
| 19 | MITCHELL | SIOUX FALLS | 54.17 | +000 | 64.49 | +000 | R | FROM SD 44 TO SD 42 |
| 19 | MITCHELL | SIOUX FALLS | 65.50 | +000 | 72.68 | +000 | R | FROM SD 42 TO SD 38 |
| 19 | MITCHELL | SIOUX FALLS | 72.68 | +000 | 73.73 | +000 | UD | FROM WDB HUMBOLDT TO NDB HUMBOLDT |
| 19 | MITCHELL | SIOUX FALLS | 73.73 | +000 | 96.94 | +000 | R | FROM SD 38 TO SD 34 |
| 20 | RAPID CITY | BELLE FOURCHE | 0.00 | +000 | 3.72 | +000 | R | STATE LINE TO WDB CAMP CROOK |
| 20 | RAPID CITY | BELLE FOURCHE | 3.72 | +000 | 4.30 | +000 | UD | FROM WDB CAMP CROOK TO EDB CAMP CROOK |
| 20 | RAPID CITY | BELLE FOURCHE | 4.30 | +000 | 27.00 | +090 | R | FROM EDB CAMP CROOK TO WDB BUFFALO |
| 20 | RAPID CITY | BELLE FOURCHE | 27.00 | +090 | 27.81 | +000 | UD | FROM WDB BUFFALO TO US 85 |
| 20 | RAPID CITY | BELLE FOURCHE | 29.31 | +000 | 65.55 | +000 | R | FROM US 85 TO WDB PRAIRIE CITY |
| 20 | RAPID CITY | BELLE FOURCHE | 65.55 | +000 | 66.00 | +050 | UD | FROM WDB PRAIRIE CITY TO EDB PRAIRIE CITY |
| 20 | RAPID CITY | BELLE FOURCHE | 66.00 | +050 | 82.50 | +000 | R | FROM EDB PRAIRIE CITY TO WDB BISON |
| 20 | RAPID CITY | BELLE FOURCHE | 82.50 | +000 | 82.93 | +000 | UD | FROM WDB BISON TO EDB BISON |
| 20 | RAPID CITY | BELLE FOURCHE | 82.93 | +000 | 94.53 | +000 | R | FROM EDB BISON TO WDB MEADOW |
| 20 | RAPID CITY | BELLE FOURCHE | 94.53 | +000 | 95.07 | +000 | UD | FROM WDB MEADOW TO EDB MEADOW |
| 20 | RAPID CITY | BELLE FOURCHE | 95.07 | +000 | 97.04 | +000 | R | FROM EDB MEADOW TO SD 73 |
| 20 | RAPID CITY | BELLE FOURCHE | 103.03 | +000 | 111.25 | +000 | R | FROM SD 73 TO MOBRIDGE AREA BOUNDARY |
| 20 | PIERRE | MOBRIDGE | 111.25 | +000 | 140.00 | +340 | R | FROM BELLE FOURCHE AREA BOUNDARY TO WDB ISABEL |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|----------|-----------|-----------|--------|--------|--------|----------|--|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 20 | PIERRE | MOBRIDGE | 140.00 | +340 | 141.10 | +000 | UD | FROM WDB ISABEL TO EDB ISABEL |
| 20 | PIERRE | MOBRIDGE | 141.10 | +000 | 149.52 | +000 | R | FROM EDB ISABEL TO WDB FIRESTEEL |
| 20 | PIERRE | MOBRIDGE | 149.52 | +000 | 149.96 | +000 | UD | FROM WDB FIRESTEEL TO EDB FIRESTEEL |
| 20 | PIERRE | MOBRIDGE | 149.96 | +000 | 160.44 | +000 | R | FROM EDB FIRESTEEL TO WDB TIMBER LAKE |
| 20 | PIERRE | MOBRIDGE | 160.44 | +000 | 160.78 | +000 | UD | FROM WDB TIMBER LAKE TO EDB TIMBER LAKE |
| 20 | PIERRE | MOBRIDGE | 160.78 | +000 | 179.20 | +000 | R | FROM EDB TIMBER LAKE TO WDB TRAIL CITY |
| 20 | PIERRE | MOBRIDGE | 179.20 | +000 | 180.53 | +000 | UD | FROM WDB TRAIL CITY TO EDB TRAIL CITY |
| 20 | PIERRE | MOBRIDGE | 180.53 | +000 | 193.61 | +000 | R | FROM EDB TRAIL CITY TO US 12 |
| 20 | PIERRE | MOBRIDGE | 240.83 | +000 | 253.87 | +000 | R | FROM US 83 TO SD 47 |
| 20 | PIERRE | MOBRIDGE | 257.56 | +000 | 267.52 | +000 | R | FROM SD 47 TO WEST BOUNDARY ABERDEEN AREA |
| 20 | ABERDEEN | ABERDEEN | 267.52 | +000 | 294.77 | +000 | R | FROM WEST BOUNDARY ABERDEEN AREA TO SD 45 |
| 20 | ABERDEEN | ABERDEEN | 296.77 | +000 | 318.14 | +000 | R | FROM SD 45 TO WDB NORTHVILLE |
| 20 | ABERDEEN | ABERDEEN | 318.14 | +000 | 318.75 | +000 | UD | FROM WDB NORTHVILLE TO EDB NORTHVILLE |
| 20 | ABERDEEN | ABERDEEN | 318.75 | +000 | 321.63 | +000 | R | FROM EDB NORTHVILLE TO US 281 |
| 20 | ABERDEEN | HURON | 321.63 | +000 | 322.07 | +000 | R | FROM US 281 TO WDB MELLETTE |
| 20 | ABERDEEN | HURON | 322.07 | +000 | 322.62 | +000 | UD | FROM WDB MELLETTE TO EDB MELLETTE |
| 20 | ABERDEEN | HURON | 322.62 | +000 | 330.73 | +000 | R | FROM EDB MELLETTE TO WDB BRENTFORD |
| 20 | ABERDEEN | HURON | 330.73 | +000 | 331.04 | +130 | UD | FROM WDB BRENTFORD TO EDB BRENTFORD |
| 20 | ABERDEEN | HURON | 331.04 | +130 | 341.61 | +000 | R | FROM EDB BRENTFORD TO SD 37 |
| 20 | ABERDEEN | HURON | 341.61 | +000 | 344.63 | +000 | R | FROM SD 37 NORTH TO SD 37 SOUTH |
| 20 | ABERDEEN | HURON | 344.63 | +000 | 372.75 | +000 | R | FROM SD 37 TO SD 25 |
| 20 | ABERDEEN | WATERTOWN | 372.75 | +000 | 384.02 | +000 | R | FROM SD 25 TO WDB FLORENCE |
| 20 | ABERDEEN | WATERTOWN | 384.02 | +000 | 384.35 | +000 | UD | FROM WDB FLORENCE TO EDB FLORENCE |
| 20 | ABERDEEN | WATERTOWN | 384.35 | +000 | 394.25 | +000 | R | FROM EDB FLORENCE TO WDB WATERTOWN |
| 20 | ABERDEEN | WATERTOWN | 394.25 | +000 | 396.15 | +000 | IU | FROM WDB WATERTOWN TO WEST END DIVIDED SECTION |
| 20 | ABERDEEN | WATERTOWN | 396.15 | +000 | 398.72 | +000 | UF | FROM WEST END DIVIDED SECTION TO 10TH STREET |
| 20 | ABERDEEN | WATERTOWN | 398.72 | +000 | 400.23 | +000 | UD | FROM 10TH STREET TO US212 |
| 20 | ABERDEEN | WATERTOWN | 416.45 | +000 | 424.76 | +000 | R | FROM OLD US 81 TO WDB SOUTH SHORE |
| 20 | ABERDEEN | WATERTOWN | 424.76 | +000 | 425.48 | +000 | UD | FROM WDB SOUTH SHORE TO EDB SOUTH SHORE |
| 20 | ABERDEEN | WATERTOWN | 425.48 | +000 | 439.25 | +000 | R | FROM EDB SOUTH SHORE TO SD 15 |
| 20 | ABERDEEN | WATERTOWN | 439.25 | +000 | 446.24 | +000 | R | FROM SD 15 NORTH TO SD 15 SOUTH |
| 20 | ABERDEEN | WATERTOWN | 446.24 | +000 | 455.50 | +000 | R | FROM SD 15 TO STATE LINE |
| 20P | ABERDEEN | WATERTOWN | 393.69 | +000 | 394.18 | +000 | R | FROM SD 20 TO SD 139 |
| 21 | ABERDEEN | WATERTOWN | 121.98 | +000 | 127.32 | +000 | R | FROM SD 28 TO SDB HAYTI |
| 21 | ABERDEEN | WATERTOWN | 127.32 | +000 | 127.95 | +000 | UD | FROM SDB HAYTI TO NDB HAYTI |
| 21 | ABERDEEN | WATERTOWN | 127.95 | +000 | 131.55 | +000 | R | FROM NDB HAYTI TO US 81 |
| 22 | ABERDEEN | WATERTOWN | 333.38 | +000 | 333.74 | +000 | UD | FROM BEGIN TO EDB HAZEL |
| 22 | ABERDEEN | WATERTOWN | 333.74 | +000 | 346.85 | +000 | R | FROM EDB HAZEL TO US 81 |
| 22 | ABERDEEN | WATERTOWN | 348.85 | +000 | 370.00 | +270 | R | FROM US 81 TO WDB CLEAR LAKE |
| 22 | ABERDEEN | WATERTOWN | 370.00 | +270 | 370.97 | +000 | UD | FROM WDB CLEAR LAKE TO EDB CLEAR LAKE |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|----------|-----------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 22 | ABERDEEN | WATERTOWN | 370.97 | +0.00 | 383.90 | +0.00 | R | FROM EDB CLEAR LAKE TO STATE LINE |
| 25 | MITCHELL | YANKTON | 7.50 | +0.00 | 19.99 | +0.00 | R | FROM SD 50 TO SDB SCOTLAND |
| 25 | MITCHELL | YANKTON | 19.99 | +0.00 | 20.99 | +0.00 | UD | FROM SDB SCOTLAND TO NDB SCOTLAND |
| 25 | MITCHELL | YANKTON | 20.99 | +0.00 | 27.00 | +0.00 | R | FROM NDB SCOTLAND TO US 18 |
| 25 | MITCHELL | MITCHELL | 49.42 | +0.00 | 53.54 | +0.00 | R | FROM SD 42 TO SD 262 |
| 25 | MITCHELL | MITCHELL | 55.72 | +0.00 | 82.83 | +0.00 | R | FROM SD 262 TO SD 34 |
| 25 | ABERDEEN | HURON | 88.86 | +0.00 | 114.49 | +0.00 | R | FROM SD 34 TO SDB DESMET |
| 25 | ABERDEEN | HURON | 114.49 | +0.00 | 115.44 | +0.00 | UD | FROM SDB DESMET TO NDB DESMET |
| 25 | ABERDEEN | HURON | 115.44 | +0.00 | 168.84 | +0.00 | R | FROM NDB DESMET TO SOUTH BOUNDARY ABERDEEN AREA |
| 25 | ABERDEEN | ABERDEEN | 168.84 | +0.00 | 181.11 | +0.00 | R | FROM NORTH BOUNDARY HURON AREA TO SDB WEBSTER |
| 25 | ABERDEEN | ABERDEEN | 181.11 | +0.00 | 183.07 | +0.00 | UD | FROM SDB WEBSTER TO NDB WEBSTER |
| 25 | ABERDEEN | ABERDEEN | 183.07 | +0.00 | 194.05 | +0.00 | R | FROM NDB WEBSTER TO SDB ROSLYN |
| 25 | ABERDEEN | ABERDEEN | 194.05 | +0.00 | 194.32 | +0.00 | UD | FROM SDB ROSLYN TO NDB ROSLYN |
| 25 | ABERDEEN | ABERDEEN | 194.32 | +0.00 | 227.28 | +0.00 | R | FROM NDB ROSLYN TO SDB VEBLEN |
| 25 | ABERDEEN | ABERDEEN | 227.28 | +0.00 | 227.92 | +0.00 | UD | FROM SDB VEBLEN TO NDB VEBLEN |
| 25 | ABERDEEN | ABERDEEN | 227.92 | +0.00 | 230.40 | +0.00 | R | FROM NDB VEBLEN TO WEST BOUNDARY WATERTOWN AREA |
| 25 | ABERDEEN | WATERTOWN | 230.40 | +0.00 | 241.46 | +0.00 | R | FROM EAST BOUNDARY ABERDEEN AREA TO STATE LINE |
| 26 | ABERDEEN | HURON | 230.12 | +0.00 | 246.80 | +0.00 | R | FROM SD 47 TO WDB POLO |
| 26 | ABERDEEN | HURON | 246.80 | +0.00 | 247.00 | +0.00 | UD | FROM WDB POLO TO EDB POLO |
| 26 | ABERDEEN | HURON | 247.00 | +0.00 | 252.87 | +0.00 | R | FROM EDB POLO TO SD 45 |
| 26 | ABERDEEN | HURON | 253.86 | +0.00 | 279.67 | +0.00 | R | FROM SD 45 TO US 281 |
| 27 | ABERDEEN | ABERDEEN | 198.03 | +0.00 | 213.79 | +0.00 | R | FROM US 12 TO SDB LANGFORD |
| 27 | ABERDEEN | ABERDEEN | 213.79 | +0.00 | 214.20 | +0.00 | UD | FROM SDB LANGFORD TO NDB LANGFORD |
| 27 | ABERDEEN | ABERDEEN | 214.20 | +0.00 | 230.20 | +0.00 | R | FROM NDB LANGFORD TO SDB BRITTON |
| 27 | ABERDEEN | ABERDEEN | 230.20 | +0.00 | 230.70 | +0.00 | UD | FROM SDB BRITTON TO SD 10 |
| 27 | ABERDEEN | ABERDEEN | 236.63 | +0.00 | 246.64 | +0.00 | R | FROM SD 10 TO STATE LINE |
| 28 | ABERDEEN | HURON | 269.97 | +0.00 | 274.50 | +0.00 | R | FROM US 281 TO WDB HITCHCOCK |
| 28 | ABERDEEN | HURON | 274.50 | +0.00 | 275.01 | +0.00 | UD | FROM WDB HITCHCOCK TO EDB HITCHCOCK |
| 28 | ABERDEEN | HURON | 275.01 | +0.00 | 312.32 | +0.00 | R | FROM EDB HITCHCOCK TO WDB WILLOW LAKE |
| 28 | ABERDEEN | HURON | 312.32 | +0.00 | 313.15 | +0.00 | UD | FROM WDB WILLOW LAKE TO EDB WILLOW LAKE |
| 28 | ABERDEEN | HURON | 313.15 | +0.00 | 316.92 | +0.00 | R | FROM EDB WILLOW LAKE TO SD 25 |
| 28 | ABERDEEN | WATERTOWN | 319.91 | +0.00 | 323.73 | +0.00 | R | FROM SD 25 TO WDB BRYANT |
| 28 | ABERDEEN | WATERTOWN | 323.73 | +0.00 | 324.57 | +0.00 | UD | FROM WDB BRYANT TO EDB BRYANT |
| 28 | ABERDEEN | WATERTOWN | 324.57 | +0.00 | 336.39 | +0.16 | R | FROM EDB BRYANT TO WDB LAKE NORDEN |
| 28 | ABERDEEN | WATERTOWN | 336.39 | +0.16 | 337.00 | +0.19 | UD | FROM WDB LAKE NORDEN TO EDB LAKE NORDEN |
| 28 | ABERDEEN | WATERTOWN | 337.00 | +0.19 | 341.01 | +0.00 | R | FROM EDB LAKE NORDEN TO US 81 |
| 28 | ABERDEEN | WATERTOWN | 341.99 | +0.00 | 354.24 | +0.00 | R | FROM US 81 TO WDB ESTELLINE |
| 28 | ABERDEEN | WATERTOWN | 354.24 | +0.00 | 355.03 | +0.00 | UD | FROM WDB ESTELLINE TO EDB ESTELLINE |
| 28 | ABERDEEN | WATERTOWN | 355.03 | +0.00 | 367.38 | +0.00 | R | FROM EDB ESTELLINE TO WDB TORONTO |
| 28 | ABERDEEN | WATERTOWN | 367.38 | +0.00 | 367.94 | +0.00 | UD | FROM WDB TORONTO TO EDB TORONTO |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|---------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 28 | ABERDEEN | WATERTOWN | 367.94 | +0.00 | 377.06 | +0.00 | R | FROM EDB TORONTO TO STATE LINE |
| 30 | ABERDEEN | WATERTOWN | 357.00 | +0.00 | 374.12 | +0.00 | R | FROM END TO STATE LINE |
| 32 | MITCHELL | SIOUX FALLS | 414.19 | +0.00 | 421.32 | +0.00 | R | FROM I-29 TO WDB FLANDREAU |
| 32 | MITCHELL | SIOUX FALLS | 421.32 | +0.00 | 422.82 | +0.00 | UD | FROM WDB FLANDREAU TO SD 13 |
| 34 | RAPID CITY | BELLE FOURCHE | 0.00 | +0.00 | 9.66 | +0.00 | R | FROM STATE LINE TO WDB BELLE FOURCHE |
| 34 | RAPID CITY | BELLE FOURCHE | 9.66 | +0.00 | 10.27 | +0.00 | UF | FROM WDB BELLE FOURCHE TO EDB BELLE FOURCHE |
| 34 | RAPID CITY | BELLE FOURCHE | 10.27 | +0.00 | 20.03 | +0.00 | R | FROM EDB BELLE FOURCHE TO WDB ST. ONGE |
| 34 | RAPID CITY | BELLE FOURCHE | 20.03 | +0.00 | 20.03 | +.47 | UD | FROM WDB ST. ONGE TO EDB ST. ONGE |
| 34 | RAPID CITY | BELLE FOURCHE | 20.03 | +.47 | 27.37 | +0.00 | R | FROM EDB ST. ONGE TO I-90 |
| 34 | RAPID CITY | RAPID CITY | 33.87 | +0.00 | 35.90 | +0.00 | UD | FROM I-90 TO EDB STURGIS |
| 34 | RAPID CITY | RAPID CITY | 35.90 | +0.00 | 38.83 | +0.00 | UF | FROM EDB STURGIS TO SD 79 |
| 34 | RAPID CITY | RAPID CITY | 38.83 | +0.00 | 80.69 | +0.00 | R | FROM SD 79 TO WDB UNION CENTER |
| 34 | RAPID CITY | RAPID CITY | 80.69 | +0.00 | 81.20 | +0.00 | UD | FROM WDB UNION CENTER TO EDB UNION CENTER |
| 34 | RAPID CITY | BELLE FOURCHE | 81.20 | +0.00 | 86.19 | +0.00 | R | FROM EDB UNION CENTER TO WDB ENNING |
| 34 | RAPID CITY | BELLE FOURCHE | 86.19 | +0.00 | 86.78 | +0.00 | UD | FROM WDB ENNING TO EDB ENNING |
| 34 | RAPID CITY | BELLE FOURCHE | 86.78 | +0.00 | 115.67 | +0.00 | R | FROM EDB ENNING TO WEST BOUNDARY PIERRE AREA |
| 34 | PIERRE | PIERRE | 115.67 | +0.00 | 170.73 | +0.00 | R | FROM EAST BOUNDARY BELLE FOURCHE AREA TO US 14 |
| 34 | PIERRE | PIERRE | 209.65 | +0.00 | 211.35 | +0.00 | UD | FROM PIERRE STREET TO WEST END DIVIDED SECTION |
| 34 | PIERRE | PIERRE | 211.35 | +0.00 | 212.74 | +0.00 | UF | FROM WEST END DIVIDED SECTION TO EDB PIERRE |
| 34 | PIERRE | PIERRE | 212.52 | +0.00 | 245.56 | +0.00 | R | FROM EDB PIERRE TO WEST BOUNDARY HURON AREA |
| 34 | ABERDEEN | HURON | 245.56 | +0.00 | 257.18 | +0.00 | R | FROM EAST BOUNDARY PIERRE AREA TO SD 47 |
| 34 | ABERDEEN | HURON | 257.18 | +0.00 | 269.34 | +0.00 | R | FROM SD 47 NORTH TO SD 47 SOUTH |
| 34 | ABERDEEN | HURON | 269.34 | +0.00 | 274.84 | +0.00 | R | FROM SD 47 TO WEST BOUNDARY MITCHELL AREA |
| 34 | MITCHELL | MITCHELL | 274.84 | +0.00 | 311.88 | +0.00 | R | FROM EAST BOUNDARY HURON AREA TO WDB WESSINGTON SPRINGS |
| 34 | MITCHELL | MITCHELL | 311.88 | +0.00 | 313.30 | +0.00 | UD | FROM WDB WESSINGTON SPRINGS TO EDB WESSINGTON SPRINGS |
| 34 | MITCHELL | MITCHELL | 313.30 | +0.00 | 327.00 | +0.06 | R | FROM EDB WESSINGTON SPRINGS TO WDB WOONSOCKET |
| 34 | MITCHELL | MITCHELL | 327.00 | +0.06 | 328.96 | +0.00 | UD | FROM WDB WOONSOCKET TO EDB WOONSOCKET |
| 34 | MITCHELL | MITCHELL | 328.96 | +0.00 | 330.32 | +0.00 | R | FROM EDB WOONSOCKET TO WEST END DIVIDED SECTION |
| 34 | MITCHELL | MITCHELL | 330.32 | +0.00 | 341.20 | +0.00 | E | FROM WEST END DIVIDED SECTION TO EAST END DIVIDED SECTION |
| 34 | MITCHELL | MITCHELL | 341.20 | +0.00 | 346.11 | +0.00 | R | FROM EAST END DIVIDED SECTION TO WDB ARTESIAN |
| 34 | MITCHELL | MITCHELL | 346.11 | +0.00 | 346.86 | +0.00 | UD | FROM WDB ARTESIAN TO EDB ARTESIAN |
| 34 | MITCHELL | MITCHELL | 346.86 | +0.00 | 352.81 | +0.00 | R | FROM EDB ARTESIAN TO WDB FEDORA |
| 34 | MITCHELL | MITCHELL | 352.81 | +0.00 | 353.22 | +0.00 | UD | FROM WDB FEDORA TO EDB FEDORA |
| 34 | MITCHELL | MITCHELL | 353.22 | +0.00 | 365.01 | +0.00 | R | FROM EDB FEDORA TO WEST BOUNDARY SIOUX FALLS AREA |
| 34 | MITCHELL | SIOUX FALLS | 365.01 | +0.00 | 365.51 | +0.00 | R | FROM EAST BOUNDARY MITCHELL AREA TO WDB HOWARD |
| 34 | MITCHELL | SIOUX FALLS | 365.51 | +0.00 | 367.04 | +0.00 | UD | FROM WDB HOWARD TO EDB HOWARD |
| 34 | MITCHELL | SIOUX FALLS | 367.04 | +0.00 | 373.12 | +0.00 | R | FROM EDB HOWARD TO US 81 SOUTH |
| 34 | MITCHELL | SIOUX FALLS | 386.16 | +0.00 | 388.33 | +0.00 | UD | FROM US 81 NORTH TO WEST END DIVIDED SECTION |
| 34 | MITCHELL | SIOUX FALLS | 388.13 | +0.00 | 391.80 | +0.00 | UF | FROM WEST END DIVIDED SECTION TO EAST END DIVIDED SECTION |
| 34 | MITCHELL | SIOUX FALLS | 391.80 | +0.00 | 403.04 | +0.00 | R | FROM EAST END DIVIDED SECTION TO WDB COLMAN |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|-------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 34 | MITCHELL | SIOUX FALLS | 403.04 | +0.00 | 404.01 | +0.464 | UD | FROM WDB COLMAN TO EDB COLMAN |
| 34 | MITCHELL | SIOUX FALLS | 404.01 | +0.464 | 406.00 | +0.040 | R | FROM EDB COLMAN TO WDB I-29 |
| 34 | MITCHELL | SIOUX FALLS | 406.00 | +0.040 | 406.56 | +0.380 | UF | FROM WDB I-29 TO EDB I-29 |
| 34 | MITCHELL | SIOUX FALLS | 406.56 | +0.380 | 411.97 | +0.000 | R | FROM EDB I-29 TO WDB EGAN |
| 34 | MITCHELL | SIOUX FALLS | 411.97 | +0.000 | 413.34 | +0.000 | UD | FROM WDB EGAN TO EDB EGAN |
| 34 | MITCHELL | SIOUX FALLS | 413.34 | +0.000 | 422.54 | +0.000 | R | FROM EDB EGAN TO STATE LINE |
| 36 | RAPID CITY | CUSTER | 36.00 | +0.000 | 45.21 | +0.000 | R | FROM US 16A TO SD 79 |
| 37 | MITCHELL | YANKTON | 0.00 | +0.000 | 20.44 | +0.000 | R | FROM STATE LINE TO SD 50 |
| 37 | MITCHELL | YANKTON | 24.44 | +0.000 | 41.63 | +0.000 | R | FROM SD 50 TO US 18 |
| 37 | MITCHELL | MITCHELL | 41.63 | +0.000 | 51.59 | +0.000 | R | FROM US 18 TO SDB PARKSTON |
| 37 | MITCHELL | MITCHELL | 51.59 | +0.000 | 52.57 | +0.000 | UD | FROM SDB PARKSTON TO NDB PARKSTON |
| 37 | MITCHELL | MITCHELL | 52.57 | +0.000 | 69.62 | +0.000 | R | FROM NDB PARKSTON TO SOUTH FRINGE MITCHELL |
| 37 | MITCHELL | MITCHELL | 69.62 | +0.000 | 72.35 | +0.000 | UF | FROM SOUTH FRINGE MITCHELL TO SOUTH END DIVIDED SECTION |
| 37 | MITCHELL | MITCHELL | 72.35 | +0.000 | 72.98 | +0.000 | FF | FROM SOUTH END DIVIDED SECTION TO I-90 |
| 37 | MITCHELL | MITCHELL | 73.01 | +0.000 | 76.51 | +0.000 | FF | FROM I-90 TO SOUTH END DIVIDED SECTION |
| 37 | MITCHELL | MITCHELL | 76.51 | +0.000 | 84.65 | +0.000 | E | FROM SOUTH END DIVIDED SECTION TO NORTH END DIVIDED SECTION |
| 37 | MITCHELL | MITCHELL | 84.65 | +0.000 | 95.64 | +0.000 | E | FROM NORTH END DIVIDED SECTION TO SD 34 |
| 37 | MITCHELL | MITCHELL | 105.80 | +0.000 | 114.88 | +0.000 | E | FROM SD 34 TO SOUTH END HURON AREA |
| 37 | ABERDEEN | HURON | 114.88 | +0.000 | 125.71 | +0.000 | E | FROM NORTH END MITCHELL AREA TO NORTH END DIVIDED SECTION |
| 37 | ABERDEEN | HURON | 125.71 | +0.000 | 128.71 | +0.000 | UD | FROM NORTH END DIVIDED SECTION TO NDB HURON |
| 37 | ABERDEEN | HURON | 128.71 | +0.000 | 164.02 | +0.000 | R | FROM NDB HURON TO US 212 |
| 37 | ABERDEEN | HURON | 169.40 | +0.000 | 169.90 | +0.000 | UD | FROM US 212 TO NDB DOLAND |
| 37 | ABERDEEN | HURON | 169.90 | +0.000 | 187.45 | +0.000 | R | FROM NDB DOLAND TO SOUTH BOUNDARY ABERDEEN AREA |
| 37 | ABERDEEN | ABERDEEN | 187.45 | +0.000 | 187.70 | +0.000 | UD | FROM NORTH BOUNDARYHURON AREA TO NDB CONDE |
| 37 | ABERDEEN | ABERDEEN | 187.70 | +0.000 | 207.58 | +0.000 | R | FROM NDB CONDE TO SDB GROTON |
| 37 | ABERDEEN | ABERDEEN | 207.58 | +0.000 | 208.93 | +0.000 | UD | FROM SDB GROTON TO NDB GROTON |
| 37 | ABERDEEN | ABERDEEN | 208.93 | +0.000 | 231.51 | +0.000 | R | FROM NDB GROTON TO SD 10 |
| 37 | ABERDEEN | ABERDEEN | 233.51 | +0.000 | 239.54 | +0.000 | R | FROM SD 10 TO SDB HECLA |
| 37 | ABERDEEN | ABERDEEN | 239.54 | +0.000 | 239.95 | +0.000 | UD | FROM SDB HECLA TO NDB HECLA |
| 37 | ABERDEEN | ABERDEEN | 239.95 | +0.000 | 243.63 | +0.000 | R | FROM NDB HECLA TO STATE LINE |
| 38 | MITCHELL | MITCHELL | 300.34 | +0.000 | 301.15 | +0.000 | UD | FROM I-90L TO FOSTER STREET |
| 38 | MITCHELL | MITCHELL | 301.15 | +0.000 | 303.89 | +0.000 | UF | FROM FOSTER STREET TO SD 38P |
| 38 | MITCHELL | MITCHELL | 303.89 | +0.000 | 332.02 | +0.000 | R | FROM SD 38P TO WDB SALEM |
| 38 | MITCHELL | MITCHELL | 332.02 | +0.000 | 332.78 | +0.000 | UD | FROM WDB SALEM TO EDB SALEM |
| 38 | MITCHELL | MITCHELL | 332.78 | +0.000 | 348.91 | +0.000 | R | FROM EDB SALEM TO WEST BOUNDARY SIOUX FALLS AREA @ SD 19 |
| 38 | MITCHELL | SIOUX FALLS | 349.95 | +0.000 | 356.15 | +0.000 | R | FROM EDB HUMBOLDT TO WDB HARTFORD |
| 38 | MITCHELL | SIOUX FALLS | 356.15 | +0.000 | 356.69 | +0.030 | UD | FROM WDB HARTFORD TO EDB HARTFORD |
| 38 | MITCHELL | SIOUX FALLS | 356.69 | +0.030 | 361.75 | +0.000 | UF | FROM EDB HARTFORD TO WDB SIOUX FALLS |
| 38 | MITCHELL | SIOUX FALLS | 361.75 | +0.000 | 367.28 | +0.000 | UF/SF | FROM WDB SIOUX FALLS TO BIG SIOUX RIVER |
| 40 | RAPID CITY | CUSTER | 32.00 | +0.000 | 33.47 | +0.000 | UD | FROM US 16A TO EDB KEYSTONE |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|-------------|-----------|--------|--------|--------|----------|--|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 40 | RAPID CITY | CUSTER | 33.47 | +0.00 | 47.81 | +0.00 | R | FROM EDB KEYSTONE TO SD 79 |
| 40 | RAPID CITY | CUSTER | 47.89 | +0.00 | 48.67 | +0.00 | UD | FROM SD 79 TO EDB HERMOSA |
| 40 | RAPID CITY | CUSTER | 48.67 | +0.00 | 64.47 | +0.00 | R | FROM EDB HERMOSA TO END |
| 42 | MITCHELL | MITCHELL | 280.00 | +0.00 | 285.88 | +0.00 | R | FROM US 281 TO END |
| 42 | MITCHELL | MITCHELL | 301.85 | +0.00 | 302.72 | +0.00 | R | FROM SD 37 TO WDB ETHAN |
| 42 | MITCHELL | MITCHELL | 302.72 | +0.00 | 303.19 | +0.00 | UD | FROM WDB ETHAN TO EDB ETHAN |
| 42 | MITCHELL | MITCHELL | 303.19 | +0.00 | 326.99 | +0.00 | R | FROM EDB ETHAN TO WDB BRIDGEWATER |
| 42 | MITCHELL | MITCHELL | 326.99 | +0.00 | 327.88 | +0.00 | UD | FROM WDB BRIDGEWATER TO EDB BRIDGEWATER |
| 42 | MITCHELL | MITCHELL | 327.88 | +0.00 | 358.06 | +0.00 | R | FROM EDB BRIDGEWATER TO SD 17 |
| 42 | MITCHELL | MITCHELL | 358.06 | +0.00 | 362.17 | +0.00 | UF/SF | FROM SD 17 TO SKUNK CREEK |
| 42 | MITCHELL | MITCHELL | 362.17 | +0.00 | 363.56 | +0.00 | IU/SF | FROM SKUNK CREEK TO I-29 |
| 42 | MITCHELL | MITCHELL | 363.56 | +0.00 | 364.57 | +0.00 | FF/SF | FROM I-29 TO KIWANIS AVENUE |
| 42 | MITCHELL | MITCHELL | 364.57 | +0.00 | 369.62 | +0.00 | UD/SF | FROM KIWANIS AVENUE TO FOSS AVENUE |
| 42 | MITCHELL | MITCHELL | 369.62 | +0.00 | 373.23 | +0.00 | UF/SF | FROM FOSS AVENUE TO BIG SIOUX RIVER |
| 42 | MITCHELL | MITCHELL | 369.92 | +0.00 | 375.00 | +0.00 | UF | FROM BIG SIOUX RIVER TO WDB ROWENA |
| 42 | MITCHELL | MITCHELL | 375.00 | +0.00 | 375.50 | +0.00 | UD | FROM WDB ROWENA TO EDB ROWENA |
| 42 | MITCHELL | MITCHELL | 375.50 | +0.00 | 378.17 | +0.00 | R | FROM EDB ROWENA TO STATE LINE |
| 43 | MITCHELL | MITCHELL | 0.00 | +0.00 | 1.19 | +0.00 | R | FROM STATE LINE TO US 18 |
| 44 | RAPID CITY | RAPID CITY | 26.90 | +0.00 | 39.79 | +0.00 | R | FROM US 385 TO WDB RAPID CITY |
| 44 | RAPID CITY | RAPID CITY | 39.79 | +0.00 | 44.02 | +0.00 | IU | FROM WDB RAPID CITY TO OMAHA STREET |
| 44 | RAPID CITY | RAPID CITY | 44.02 | +0.00 | 47.03 | +0.00 | IU | FROM MOUNTAIN VIEW ROAD TO CAMBELL STREET |
| 44 | RAPID CITY | RAPID CITY | 47.03 | +0.00 | 54.26 | +0.00 | FF | FROM CAMBELL STREET TO AIRPORT ROAD |
| 44 | RAPID CITY | RAPID CITY | 54.26 | +0.00 | 107.53 | +0.00 | R | FROM AIRPORT ROAD TO WEST BOUNDARY WINNER AREA |
| 44 | PIERRE | WINNER | 107.53 | +0.00 | 118.41 | +0.00 | R | FROM EAST BOUNDARY RAPID CITY AREA TO WDB INTERIOR |
| 44 | PIERRE | WINNER | 118.41 | +0.00 | 120.23 | +0.00 | UD | FROM WDB INTERIOR TO EDB INTERIOR |
| 44 | PIERRE | WINNER | 120.23 | +0.00 | 147.68 | +0.00 | R | FROM EDB INTERIOR TO WDB WANBLEE |
| 44 | PIERRE | WINNER | 147.68 | +0.00 | 148.06 | +0.00 | UD | FROM WDB WANBLEE TO EDB WANBLEE |
| 44 | PIERRE | WINNER | 148.06 | +0.00 | 197.21 | +0.00 | R | FROM EDB WANBLEE TO US 83 |
| 44 | PIERRE | WINNER | 200.74 | +0.00 | 240.40 | +0.00 | R | FROM US 83 TO US 183 |
| 44 | PIERRE | WINNER | 253.57 | +0.00 | 254.50 | +0.00 | IU | FROM US 18 TO EDB WINNER |
| 44 | PIERRE | WINNER | 254.50 | +0.00 | 274.48 | +0.00 | R | FROM EDB WINNER TO WEST BOUNDARY MITCHELL AREA |
| 44 | MITCHELL | MITCHELL | 274.48 | +0.00 | 305.22 | +0.00 | R | FROM EAST BOUNDARY WINNER AREA TO WDB PLATTE |
| 44 | MITCHELL | MITCHELL | 305.22 | +0.00 | 306.59 | +0.00 | UD | FROM WDB PLATTE TO EDB PLATTE |
| 44 | MITCHELL | MITCHELL | 306.59 | +0.00 | 348.60 | +0.00 | R | FROM EDB PLATTE TO WEST BOUNDARY YANKTON AREA |
| 44 | MITCHELL | YANKTON | 348.60 | +0.00 | 391.56 | +0.00 | R | FROM EAST BOUNDARY MITCHELL AREA TO WDB PARKER |
| 44 | MITCHELL | YANKTON | 391.56 | +0.00 | 392.94 | +0.00 | UD | FROM WDB PARKER TO EDB PARKER |
| 44 | MITCHELL | YANKTON | 392.94 | +0.00 | 395.83 | +0.00 | R | FROM EDB PARKER TO WEST BOUNDARY SIOUX FALLS AREA |
| 44 | MITCHELL | SIOUX FALLS | 395.83 | +0.00 | 400.26 | +0.00 | R | FROM EAST BOUNDARY YANKTON AREA TO WDB CHANCELLOR |
| 44 | MITCHELL | SIOUX FALLS | 400.26 | +0.00 | 400.94 | +0.00 | UD | FROM WDB CHANCELLOR TO EDB CHANCELLOR |
| 44 | MITCHELL | SIOUX FALLS | 400.94 | +0.00 | 405.50 | +0.00 | R | FROM EDB CHANCELLOR TO WDB LENNOX |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|----------|-------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 44 | MITCHELL | SIOUX FALLS | 405.50 | +0.00 | 406.32 | +0.00 | UF | FROM WDB LENNOX TO SD 17 |
| 44 | MITCHELL | SIOUX FALLS | 406.32 | +0.00 | 411.84 | +0.00 | R | FROM SD 17 TO I-29 |
| 45 | MITCHELL | MITCHELL | 27.00 | +0.00 | 27.72 | +1.00 | UD | FROM SD 44 TO NDB PLATTE |
| 45 | MITCHELL | MITCHELL | 27.72 | +1.00 | 51.61 | +0.00 | R | FROM NDB PLATTE TO I-90 |
| 45 | MITCHELL | MITCHELL | 56.78 | +0.00 | 58.81 | +0.00 | UD | FROM I-90 TO NDB KIMBALL |
| 45 | MITCHELL | MITCHELL | 58.81 | +0.00 | 81.10 | +0.00 | R | FROM NDB KIMBALL TO SOUTH BOUNDARY HURON AREA |
| 45 | ABERDEEN | HURON | 81.10 | +0.00 | 111.06 | +0.00 | R | FROM NORTH BOUNDARY MITCHELL AREA TO SDB MILLER |
| 45 | ABERDEEN | HURON | 111.06 | +0.00 | 112.37 | +0.06 | UD | FROM SDB MILLER TO NDB MILLER |
| 45 | ABERDEEN | HURON | 112.37 | +0.06 | 137.72 | +0.00 | R | FROM NDB MILLER TO SOUTH BOUNDARY ABERDEEN AREA |
| 45 | ABERDEEN | ABERDEEN | 148.69 | +0.00 | 176.95 | +0.00 | R | FROM NORTH BOUNDARY HURON AREA TO SDB IPSWICH |
| 45 | ABERDEEN | ABERDEEN | 176.95 | +0.00 | 177.74 | +0.00 | UD | FROM SDB IPSWICH TO US 12 |
| 45 | ABERDEEN | ABERDEEN | 182.68 | +0.00 | 201.29 | +0.00 | R | FROM US 12 TO SDB LEOLA |
| 45 | ABERDEEN | ABERDEEN | 201.29 | +0.00 | 201.78 | +0.00 | UD | FROM SDB LEOLA TO SD 10 |
| 45 | ABERDEEN | ABERDEEN | 224.05 | +0.00 | 236.10 | +0.00 | R | FROM SD 10 TO STATE LINE |
| 46 | MITCHELL | MITCHELL | 277.14 | +0.00 | 288.50 | +0.00 | R | FROM US 18 TO WDB WAGNER |
| 46 | MITCHELL | MITCHELL | 288.50 | +0.00 | 290.00 | +0.09 | UD | FROM WDB WAGNER TO EDB WAGNER |
| 46 | MITCHELL | MITCHELL | 290.00 | +0.09 | 297.27 | +0.00 | R | FROM EDB WAGNER TO WEST BOUNDARY YANKTON AREA |
| 46 | MITCHELL | YANKTON | 297.27 | +0.00 | 346.56 | +0.00 | R | FROM EAST BOUNDARY MITCHELL AREA TO WDB IRENE |
| 46 | MITCHELL | YANKTON | 346.56 | +0.00 | 347.64 | +0.00 | UD | FROM WDB IRENE TO EDB IRENE |
| 46 | MITCHELL | YANKTON | 347.64 | +0.00 | 365.15 | +0.00 | R | FROM EDB IRENE TO WDB BERESFORD |
| 46 | MITCHELL | YANKTON | 365.15 | +0.00 | 366.58 | +0.00 | UD | FROM WDB BERESFORD TO EDB BERESFORD |
| 46 | MITCHELL | YANKTON | 366.58 | +0.00 | 382.66 | +0.00 | R | FROM EDB BERESFORD TO STATE LINE |
| 47 | MITCHELL | MITCHELL | 0.00 | +0.00 | 12.56 | +0.00 | R | FROM STATE LINE TO US 18 |
| 47 | MITCHELL | MITCHELL | 20.66 | +0.00 | 22.00 | +0.00 | UD | FROM US 18 TO NDB GREGORY |
| 47 | MITCHELL | MITCHELL | 22.00 | +0.00 | 31.67 | +0.00 | R | FROM NDB GREGORY TO SD 44 |
| 47 | PIERRE | WINNER | 31.67 | +0.00 | 71.01 | +0.00 | R | FROM SD 44 TO SDB RELIANCE |
| 47 | PIERRE | WINNER | 71.01 | +0.00 | 71.26 | +0.00 | UD | FROM SDB RELIANCE TO NDB RELIANCE |
| 47 | PIERRE | WINNER | 71.26 | +0.00 | 88.10 | +0.00 | R | FROM NDB RELIANCE TO SOUTH BOUNDARY HURON AREA |
| 47 | ABERDEEN | HURON | 88.10 | +0.00 | 90.00 | +0.00 | R | FROM NORTH BOUNDARY WINNER AREA TO SDB FT. THOMPSON |
| 47 | ABERDEEN | HURON | 90.00 | +0.00 | 90.88 | +0.00 | UD | FROM SDB FT. THOMPSON TO NDB FT. THOMPSON |
| 47 | ABERDEEN | HURON | 118.18 | +0.00 | 136.20 | +0.00 | R | FROM SD 34 TO SDB HIGHMORE |
| 47 | ABERDEEN | HURON | 136.20 | +0.00 | 137.18 | +0.00 | UD | FROM SDB HIGHMORE TO NDB HIGHMORE |
| 47 | ABERDEEN | HURON | 137.18 | +0.00 | 162.90 | +0.00 | R | FROM NDB HIGHMORE TO SOUTH BOUNDARY ABERDEEN AREA |
| 47 | PIERRE | PIERRE | 162.90 | +0.00 | 173.92 | +0.00 | R | FROM NORTH BOUNDARY HURON AREA TO US 212 |
| 47 | PIERRE | MOBRIDGE | 189.91 | +0.00 | 190.97 | +0.00 | UD | FROM US 212 TO NDB LEBANON |
| 47 | PIERRE | MOBRIDGE | 190.97 | +0.00 | 199.94 | +0.00 | R | FROM NDB LEBANON TO SD 20 |
| 47 | PIERRE | MOBRIDGE | 202.32 | +0.00 | 202.96 | +0.00 | UD | FROM SD 20 TO NDB HOVEN |
| 47 | PIERRE | MOBRIDGE | 202.96 | +0.00 | 217.63 | +0.00 | R | FROM NDB HOVEN TO US 12 |
| 47 | ABERDEEN | ABERDEEN | 224.64 | +0.00 | 225.25 | +0.00 | UD | FROM US 12 TO NDB BOWDLE |
| 47 | ABERDEEN | ABERDEEN | 225.25 | +0.00 | 235.14 | +0.00 | R | FROM NDB BOWDLE TO BOUNDARY MOBRIDGE AREA |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|----------|----------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 47 | PIERRE | MOBRIDGE | 235.14 | +0.00 | 247.27 | +0.00 | R | FROM NORTH BOUNDARY ABERDEEN AREA TO SD 10 |
| 47 | PIERRE | MOBRIDGE | 248.28 | +0.00 | 249.02 | +0.00 | UD | FROM SD 10 TO NDB EUREKA |
| 47 | PIERRE | MOBRIDGE | 249.02 | +0.00 | 260.38 | +0.00 | R | FROM NDB EUREKA TO STATE LINE |
| 48 | MITCHELL | YANKTON | 371.89 | +0.00 | 384.23 | +0.00 | R | FROM I-29 TO STATE LINE |
| 49 | PIERRE | WINNER | 18.14 | +0.00 | 53.52 | +0.00 | R | FROM US 18 TO SD 47 |
| 50 | MITCHELL | MITCHELL | 211.77 | +0.00 | 230.85 | +0.00 | R | FROM SD 34 TO WDB CHAMBERLAIN |
| 50 | MITCHELL | MITCHELL | 230.85 | +0.00 | 232.44 | +0.00 | UD | FROM WDB CHAMBERLAIN TO EDB CHAMBERLAIN |
| 50 | MITCHELL | MITCHELL | 232.44 | +0.00 | 235.22 | +0.00 | UF | FROM EDB CHAMBERLAIN TO I-90 |
| 50 | MITCHELL | MITCHELL | 241.59 | +0.00 | 273.42 | +0.00 | R | FROM I-90 TO SD 44 |
| 50 | MITCHELL | MITCHELL | 290.12 | +0.00 | 299.24 | +0.00 | R | FROM SD 44 TO NDB GEDDES |
| 50 | MITCHELL | MITCHELL | 299.24 | +0.00 | 299.58 | +0.00 | UD | FROM NDB GEDDES TO SDB GEDDES |
| 50 | MITCHELL | MITCHELL | 299.58 | +0.00 | 314.14 | +0.00 | R | FROM SDB GEDDES TO US 281 |
| 50 | MITCHELL | MITCHELL | 323.86 | +0.00 | 329.16 | +0.00 | R | FROM US 281 TO SD 46 |
| 50 | MITCHELL | YANKTON | 337.66 | +0.00 | 346.01 | +0.00 | R | FROM SD 46 TO WDB AVON |
| 50 | MITCHELL | YANKTON | 346.01 | +0.00 | 346.72 | +0.00 | UD | FROM WDB AVON TO EDB AVON |
| 50 | MITCHELL | YANKTON | 346.72 | +0.00 | 350.42 | +0.00 | R | FROM EDB AVON TO WEST END DIVIDED SECTION AT AVON |
| 50 | MITCHELL | YANKTON | 350.42 | +0.00 | 351.20 | +0.00 | IU | FROM WEST END DIVIDED SECTION TO EAST END DIVIDED SECTION |
| 50 | MITCHELL | YANKTON | 351.20 | +0.00 | 354.30 | +0.00 | R | FROM DIV. SECT. AT AVON TO DIV. SECT. WEST OF TYNDALL |
| 50 | MITCHELL | YANKTON | 354.30 | +0.00 | 355.17 | +0.00 | IU | FROM WEST END DIVIDED SECTION TO EAST END DIVIDED SECTION |
| 50 | MITCHELL | YANKTON | 355.17 | +0.00 | 355.81 | +0.00 | R | FROM DIV. SECT. WEST OF TYNDALL TO DIV. SECT. EAST OF TYNDALL |
| 50 | MITCHELL | YANKTON | 355.81 | +0.00 | 357.14 | +0.00 | IU | FROM WEST END DIVIDED SECTION TO EAST END DIVIDED SECTION |
| 50 | MITCHELL | YANKTON | 357.14 | +0.00 | 364.18 | +0.00 | R | FROM DIV. SECT. EAST OF TYNDALL TO DIV. SECT. WEST OF TABOR |
| 50 | MITCHELL | YANKTON | 364.18 | +0.00 | 364.68 | +0.00 | IU | FROM WEST END DIVIDED SECTION TO EAST END DIVIDED SECTION |
| 50 | MITCHELL | YANKTON | 364.68 | +0.00 | 366.87 | +0.00 | R | FROM DIV. SECT. WEST OF TABOR TO DIV. SECT. EAST OF TABOR |
| 50 | MITCHELL | YANKTON | 366.87 | +0.00 | 368.08 | +0.00 | IU | FROM WEST END DIVIDED SECTION TO EAST END DIVIDED SECTION |
| 50 | MITCHELL | YANKTON | 368.08 | +0.00 | 378.00 | +0.08 | R | FROM DIV. SECT. EAST OF TABOR TO WEST PLATTING LIMIT YANKTON |
| 50 | MITCHELL | YANKTON | 378.00 | +0.08 | 382.92 | +0.00 | UF | FROM WEST PLATTING LIMIT YANKTON TO US 81 |
| 50 | MITCHELL | YANKTON | 383.83 | +0.00 | 384.60 | +0.00 | UD | FROM US 81 TO SECOND STREET |
| 50 | MITCHELL | YANKTON | 384.60 | +0.00 | 385.00 | +0.00 | IU | FROM SECOND STREET TO EAST CITY LIMITS NEAR STOCKYARDS |
| 50 | MITCHELL | YANKTON | 385.00 | +0.00 | 388.24 | +0.00 | UF | FROM E. CITY LIMITS NEAR STOCKYARDS TO W. END DIVIDED SECTION |
| 50 | MITCHELL | YANKTON | 388.24 | +0.00 | 407.10 | +0.00 | E | FROM WEST END DIVIDED SECTION TO WDB VERMILLION |
| 50 | MITCHELL | YANKTON | 407.10 | +0.00 | 410.81 | +0.00 | FF | FROM WDB VERMILLION TO EDB VERMILLION |
| 50 | MITCHELL | YANKTON | 410.81 | +0.00 | 416.87 | +0.00 | E | FROM EDB VERMILLION TO I-29 |
| 50 | MITCHELL | YANKTON | 416.87 | +0.00 | 426.40 | +0.00 | R | FROM I-29 TO STATE LINE |
| 52 | MITCHELL | YANKTON | 315.00 | +0.00 | 327.32 | +0.00 | R | FROM SD 37 TO SD 50 |
| 52 | MITCHELL | YANKTON | 332.24 | +0.00 | 342.46 | +0.00 | UF | FROM SD 50 TO WDB YANKTON |
| 52 | MITCHELL | YANKTON | 342.46 | +0.00 | 343.71 | +0.00 | UD | FROM WDB YANKTON TO US 81 |
| 53 | PIERRE | WINNER | 10.98 | +0.00 | 26.98 | +0.00 | R | FROM END TO US 18 |
| 53 | PIERRE | WINNER | 49.98 | +0.00 | 83.39 | +0.00 | R | FROM SD 44 TO I-90 |
| 63 | PIERRE | WINNER | 26.71 | +0.00 | 47.69 | +0.00 | R | FROM US 18 TO END |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|---------------|-----------|--------|--------|--------|----------|--|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 63 | PIERRE | WINNER | 54.00 | +0.00 | 74.90 | +0.00 | R | FROM SD 44 TO SDB BELVIDERE |
| 63 | PIERRE | WINNER | 74.90 | +0.00 | 76.33 | +0.00 | UD | FROM SDB BELVIDERE TO I-90 |
| 63 | PIERRE | PIERRE | 83.60 | +0.00 | 96.93 | +0.00 | R | FROM SD 248 TO US 14 |
| 63 | PIERRE | PIERRE | 118.33 | +0.00 | 145.00 | +0.00 | R | FROM SD 34 TO SOUTH BOUNDARY MOBRIDGE AREA |
| 63 | PIERRE | MOBRIDGE | 145.00 | +0.00 | 167.54 | +0.00 | R | FROM NORTH BOUNDARY PIERRE AREA TO US 212 |
| 63 | PIERRE | MOBRIDGE | 173.67 | +0.00 | 204.91 | +0.00 | R | FROM US 212 TO SD 20 |
| 63 | PIERRE | MOBRIDGE | 227.58 | +0.00 | 251.25 | +0.00 | R | FROM SD 20 TO SDB MCLAUGHLIN |
| 63 | PIERRE | PIERRE | 251.25 | +0.00 | 252.29 | +0.00 | UD | FROM SDB MCLAUGHLIN TO NDB MCLAUGHLIN |
| 63 | PIERRE | PIERRE | 252.29 | +0.00 | 260.62 | +0.00 | R | FROM NDB MCLAUGHLIN TO STATE LINE |
| 65 | PIERRE | MOBRIDGE | 164.00 | +0.00 | 190.05 | +0.00 | R | FROM US 212 TO SD 20 |
| 65 | PIERRE | MOBRIDGE | 193.47 | +0.00 | 233.61 | +0.00 | R | FROM SD 20 TO STATE LINE |
| 71 | RAPID CITY | CUSTER | 0.00 | +0.00 | 35.59 | +0.00 | R | FROM STATE LINE TO US 18 |
| 73 | PIERRE | WINNER | 0.00 | +0.00 | 12.62 | +0.00 | R | FROM STATE LINE TO US 18 |
| 73 | PIERRE | WINNER | 25.11 | +0.00 | 70.95 | +0.00 | R | FROM US 18 TO SDB KADOKA |
| 73 | PIERRE | WINNER | 70.95 | +0.00 | 71.30 | +0.00 | UD | FROM SDB KADOKA TO I-90 |
| 73 | PIERRE | PIERRE | 78.07 | +0.00 | 92.29 | +0.00 | R | FROM SD 248 TO SDB PHILLIP |
| 73 | PIERRE | PIERRE | 92.29 | +0.00 | 92.97 | +0.00 | UD | FROM SDB PHILLIP TO NDB PHILLIP |
| 73 | PIERRE | PIERRE | 92.97 | +0.00 | 117.60 | +0.00 | R | FROM NDB PHILLIP TO SD 34 |
| 73 | RAPID CITY | BELLE FOURCHE | 146.14 | +0.00 | 173.88 | +0.00 | R | FROM SD 34 TO SDB FAITH |
| 73 | RAPID CITY | BELLE FOURCHE | 173.88 | +0.00 | 174.39 | +0.00 | UD | FROM SDB FAITH TO US 212 |
| 73 | RAPID CITY | BELLE FOURCHE | 178.63 | +0.00 | 207.48 | +0.00 | R | FROM US 212 TO SD 20 |
| 73 | RAPID CITY | BELLE FOURCHE | 213.45 | +0.00 | 241.63 | +0.00 | R | FROM SD 20 TO US 12 |
| 73 | RAPID CITY | BELLE FOURCHE | 252.26 | +0.00 | 252.96 | +0.00 | R | FROM US 12 TO STATE LINE |
| 75 | RAPID CITY | BELLE FOURCHE | 213.65 | +0.00 | 242.99 | +0.00 | R | FROM SD 20 TO STATE LINE |
| 79 | RAPID CITY | CUSTER | 27.03 | +0.00 | 61.68 | +0.00 | E | FROM US 385 TO SOUTH BOUNDARY RAPID CITY AREA |
| 79 | RAPID CITY | RAPID CITY | 61.68 | +0.00 | 74.53 | +0.00 | E | FROM NORTH BOUNDARY CUSTER AREA TO US 16B |
| 79 | RAPID CITY | RAPID CITY | 79.88 | +0.00 | 81.24 | +0.00 | FF | FROM MOUNTAIN VIEW ROAD TO STURGIS ROAD |
| 79 | RAPID CITY | RAPID CITY | 81.24 | +0.00 | 87.11 | +0.00 | UF | FROM CHICAGO STREET TO I-90 |
| 79F | RAPID CITY | RAPID CITY | 85.56 | +0.00 | N/A | | IU | FROM JCT. SD 79 TO PIEDMONT |
| 79 | RAPID CITY | BELLE FOURCHE | 111.20 | +0.00 | 130.03 | +0.00 | R | FROM SD 34 TO US 212 |
| 79 | RAPID CITY | BELLE FOURCHE | 133.02 | +0.00 | 133.27 | +0.00 | UD | FROM US 212 TO NDB NEWELL |
| 79 | RAPID CITY | BELLE FOURCHE | 133.27 | +0.00 | 199.32 | +0.00 | R | FROM NDB NEWELL TO SD 20 |
| 79 | RAPID CITY | BELLE FOURCHE | 203.75 | +0.00 | 232.30 | +0.00 | R | FROM SD 20 TO STATE LINE |
| 81 | MITCHELL | YANKTON | 0.00 | +0.00 | 2.52 | +0.00 | IU | FROM STATE LINE TO 25TH STREET |
| 81 | MITCHELL | YANKTON | 2.52 | +0.00 | 6.30 | +0.00 | UF | FROM 25TH STREET TO TABOR CORNER |
| 81 | MITCHELL | YANKTON | 6.30 | +0.00 | 34.10 | +0.00 | R | FROM TABOR CORNER TO SDB FREEMAN |
| 81 | MITCHELL | YANKTON | 34.10 | +0.00 | 35.30 | +0.00 | UF | FROM SDB FREEMAN TO NDB FREEMAN |
| 81 | MITCHELL | YANKTON | 35.30 | +0.00 | 49.31 | +0.00 | R | FROM NDB FREEMAN TO SOUTH BOUNDARY MITCHELL AREA |
| 81 | MITCHELL | MITCHELL | 49.31 | +0.00 | 61.58 | +0.00 | R | FROM NORTH BOUNDARY YANKTON AREA TO SDB SALEM |
| 81 | MITCHELL | MITCHELL | 61.58 | +0.00 | 62.57 | +0.00 | UD | FROM SDB SALEM TO NDB SALEM |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|---------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 81 | MITCHELL | MITCHELL | 62.57 | +0.00 | 70.63 | +0.00 | R | FROM NDB SALEM TO SOUTH BOUNDARY SIOUX FALLS AREA |
| 81 | MITCHELL | SIOUX FALLS | 70.63 | +0.00 | 88.00 | +0.607 | R | FROM NORTH BOUNDARY MITCHELL AREA TO WDB JUNIUS |
| 81 | MITCHELL | SIOUX FALLS | 88.00 | +0.607 | 89.00 | +0.133 | UD | FROM WDB JUNIUS TO EDB JUNIUS |
| 81 | MITCHELL | SIOUX FALLS | 89.00 | +0.133 | 92.61 | +0.000 | R | FROM EDB JUNIUS TO SD 236 |
| 81 | MITCHELL | SIOUX FALLS | 92.61 | +0.000 | 93.00 | +0.700 | UF | FROM SD 236 TO SDB MADISON |
| 81 | MITCHELL | SIOUX FALLS | 93.00 | +0.700 | 95.21 | +0.000 | UD | FROM SDB MADISON TO NDB MADISON |
| 81 | MITCHELL | SIOUX FALLS | 95.21 | +0.000 | 116.75 | +0.000 | R | FROM NDB MADISON TO US 14 |
| 81 | ABERDEEN | WATERTOWN | 119.12 | +0.000 | 119.82 | +0.000 | UD | FROM US 14 TO NDB ARLINGTON |
| 81 | ABERDEEN | WATERTOWN | 119.82 | +0.000 | 131.70 | +0.000 | R | FROM NDB ARLINGTON TO SDB LAKE POINSETT |
| 81 | ABERDEEN | WATERTOWN | 131.70 | +0.000 | 133.10 | +0.000 | UD | FROM SDB LAKE POINSETT TO NDB LAKE POINSETT |
| 81 | ABERDEEN | WATERTOWN | 133.10 | +0.000 | 155.11 | +0.000 | R | FROM NDB LAKE POINSETT TO SDB WATERTOWN |
| 81 | ABERDEEN | WATERTOWN | 155.11 | +0.000 | 158.37 | +0.000 | UD | FROM SDB WATERTOWN TO NDB WATERTOWN |
| 81 | ABERDEEN | WATERTOWN | 158.37 | +0.000 | 159.12 | +0.000 | UF | FROM NDB WATERTOWN TO JCT. OLD US 81 |
| 81 | ABERDEEN | WATERTOWN | 159.12 | +0.000 | 161.64 | +0.000 | FF | FROM JCT. OLD US 81 TO I-29 |
| 83 | PIERRE | WINNER | 0.00 | +0.000 | 21.95 | +0.000 | R | FROM STATE LINE TO SDB MISSION |
| 83 | PIERRE | WINNER | 21.95 | +0.000 | 22.15 | +0.000 | UD | FROM SDB MISSION TO US 18 |
| 83 | PIERRE | WINNER | 25.13 | +0.000 | 44.26 | +0.000 | R | FROM US 18 TO SDB WHITE RIVER |
| 83 | PIERRE | WINNER | 44.26 | +0.000 | 44.97 | +0.000 | IU | FROM SDB WHITE RIVER TO NDB WHITE RIVER |
| 83 | PIERRE | WINNER | 44.97 | +0.000 | 67.84 | +0.000 | R | FROM NDB WHITE RIVER TO I-90 |
| 83 | PIERRE | PIERRE | 87.30 | +0.000 | 117.93 | +0.000 | E | FROM I-90 TO SDB FT. PIERRE |
| 83 | PIERRE | PIERRE | 117.93 | +0.000 | 120.00 | +0.000 | IU | FROM SDB FT. PIERRE TO US 14 |
| 83 | PIERRE | PIERRE | 138.73 | +0.000 | 152.00 | +0.800 | R | FROM US 14 TO SDB ONIDA |
| 83 | PIERRE | PIERRE | 152.00 | +0.800 | 153.10 | +0.050 | IU | FROM SDB ONIDA TO NDB ONIDA |
| 83 | PIERRE | PIERRE | 153.10 | +0.050 | 174.10 | +0.000 | R | FROM NDB ONIDA TO US 212 |
| 83 | PIERRE | PIERRE | 175.14 | +0.000 | 191.26 | +0.000 | R | FROM US 212 TO SD 20 |
| 83 | PIERRE | MOBRIDGE | 191.26 | +0.000 | 205.88 | +0.000 | R | FROM SD 20 TO US 12 |
| 83 | PIERRE | MOBRIDGE | 212.55 | +0.000 | 225.64 | +0.000 | R | FROM US 12 TO SDB MOUND CITY |
| 83 | PIERRE | MOBRIDGE | 225.64 | +0.000 | 225.90 | +0.000 | UD | FROM SDB MOUND CITY TO NDB MOUND CITY |
| 83 | PIERRE | MOBRIDGE | 225.90 | +0.000 | 232.70 | +0.000 | R | FROM NDB MOUND CITY TO SDB HERRIED |
| 83 | PIERRE | MOBRIDGE | 232.70 | +0.000 | 233.79 | +0.000 | UD | FROM SDB HERRIED TO NDB HERRIED |
| 83 | PIERRE | MOBRIDGE | 233.79 | +0.000 | 240.71 | +0.000 | R | FROM NDB HERRIED TO STATE LINE |
| 85 | RAPID CITY | RAPID CITY | 0.00 | +0.000 | 16.29 | +0.000 | R | FROM STATE LINE TO US 14A |
| 85 | RAPID CITY | RAPID CITY | 23.92 | +0.000 | 27.80 | +0.000 | UD | FROM US 14A (LEAD) TO US 14A (DEADWOOD) |
| 85 | RAPID CITY | RAPID CITY | 29.18 | +0.000 | 36.92 | +0.000 | R | FROM US 14A (DEADWOOD) TO I-90 |
| 85 | RAPID CITY | BELLE FOURCHE | 44.75 | +0.000 | 53.78 | +0.000 | E | FROM I-90 TO SDB BELLE FOURCHE |
| 85 | RAPID CITY | BELLE FOURCHE | 53.78 | +0.000 | 54.24 | +0.000 | IU | FROM SDB BELLE FOURCHE TO SD 34 |
| 85 | RAPID CITY | BELLE FOURCHE | 54.24 | +0.000 | 55.35 | +0.000 | IU | FROM SD 34 TO NATIONAL STREET |
| 85 | RAPID CITY | BELLE FOURCHE | 55.35 | +0.000 | 56.24 | +0.000 | UD | FROM NATIONAL STREET TO BELLE FOURCHE RIVER |
| 85 | RAPID CITY | BELLE FOURCHE | 56.24 | +0.000 | 57.15 | +0.000 | IU | FROM BELLE FOURCHE RIVER TO NORTH CITY LIMITS BELLE FOURCHE |
| 85 | RAPID CITY | BELLE FOURCHE | 57.15 | +0.000 | 126.16 | +0.000 | R | FROM NORTH CITY LIMITS BELLE FOURCHE TO SDB BUFFALO |

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HIGHWAY ACCESS CLASSIFICATIONS

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| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|---------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 85 | RAPID CITY | BELLE FOURCHE | 126.16 | +0.00 | 127.00 | +0.00 | UD | FROM SDB BUFFALO TO NDB BUFFALO |
| 85 | RAPID CITY | BELLE FOURCHE | 127.00 | +0.00 | 154.88 | +0.00 | R | FROM NDB BUFFALO TO STATE LINE |
| 87 | RAPID CITY | CUSTER | 47.27 | +0.00 | 57.92 | +0.00 | R | FROM NORTH BOUNDARY WIND CAVE TO US 16A |
| 87 | RAPID CITY | CUSTER | 59.36 | +0.00 | 79.36 | +0.00 | R | FROM US 16A TO US 16 |
| 89 | RAPID CITY | CUSTER | 29.75 | +0.00 | 45.61 | +0.00 | R | FROM US 18 TO US 385 |
| 89 | RAPID CITY | CUSTER | 58.51 | +0.00 | 59.00 | +0.320 | IU | FROM US 16A TO NDB CUSTER |
| 89 | RAPID CITY | CUSTER | 59.00 | +0.320 | 64.58 | +0.00 | R | FROM NDB CUSTER TO SD 87 |
| 101 | ABERDEEN | WATERTOWN | 85.50 | +0.00 | 88.29 | +0.00 | R | FROM SD 22 TO SDB GARY |
| 101 | ABERDEEN | WATERTOWN | 88.29 | +0.00 | 88.72 | +0.00 | UD | FROM SDB GARY TO END |
| 105 | MITCHELL | YANKTON | 9.94 | +0.00 | 11.11 | +0.00 | UD | FROM SDB JEFFERSON TO I-29 |
| 106 | ABERDEEN | WATERTOWN | 332.50 | +0.00 | 333.13 | +0.090 | UD | FROM SD 25 TO EDB CLAIRE CITY |
| 106 | ABERDEEN | WATERTOWN | 333.13 | +0.090 | 337.67 | +0.00 | R | FROM EDB CLAIRE CITY TO SD 127 |
| 109 | ABERDEEN | WATERTOWN | 153.50 | +0.00 | 154.02 | +0.00 | UD | FROM US 12 TO NDB BIG STONE CITY |
| 109 | ABERDEEN | WATERTOWN | 154.02 | +0.00 | 165.66 | +0.00 | R | FROM NDB BIG STONE CITY TO SD 15 |
| 115 | MITCHELL | SIOUX FALLS | 67.39 | +0.00 | 76.38 | +0.00 | R | FROM US 18 TO HARRISBURG CORNER |
| 115 | MITCHELL | SIOUX FALLS | 76.38 | +0.00 | 77.38 | +0.00 | UF | FROM HARRISBURG CORNER TO SDB SIOUX FALLS |
| 115 | MITCHELL | SIOUX FALLS | 77.38 | +0.00 | 80.90 | +0.00 | UF/SF | FROM SDB SIOUX FALLS TO ST. ANDREWS DRIVE |
| 115 | MITCHELL | SIOUX FALLS | 80.90 | +0.00 | 81.96 | +0.00 | IU/SF | FROM ST. ANDREWS DRIVE TO I-229 |
| 115 | MITCHELL | SIOUX FALLS | 81.96 | +0.00 | 85.77 | +0.00 | UD/SF | FROM I-229 TO WALNUT STREET |
| 115 | MITCHELL | SIOUX FALLS | 85.77 | +0.00 | 87.12 | +0.00 | FF/SF | FROM WALNUT STREET TO BENSON ROAD AT MINNESOTA AVENUE |
| 115 | MITCHELL | SIOUX FALLS | 87.12 | +0.00 | 89.26 | +0.00 | UD/SF | FROM BENSON ROAD AT MINNESOTA AVENUE TO ROBUR DRIVE |
| 115 | MITCHELL | SIOUX FALLS | 89.26 | +0.00 | 92.86 | +0.00 | UF/SF | FROM ROBUR DRIVE TO 257TH STREET |
| 115 | MITCHELL | SIOUX FALLS | 92.86 | +0.00 | 103.75 | +0.00 | UF | FROM NDB SIOUX FALLS TO SDB DELL RAPIDS |
| 115 | MITCHELL | SIOUX FALLS | 103.75 | +0.00 | 104.89 | +0.00 | UD | FROM SDB DELL RAPIDS TO WDB DELL RAPIDS |
| 115 | MITCHELL | SIOUX FALLS | 104.89 | +0.00 | 107.54 | +0.00 | R | FROM WDB DELL RAPIDS TO I-29 |
| 123 | ABERDEEN | WATERTOWN | 172.98 | +0.00 | 182.91 | +0.00 | R | FROM US 12 TO SDB WILMOT |
| 123 | ABERDEEN | WATERTOWN | 182.91 | +0.00 | 183.46 | +0.00 | UD | FROM SDB WILMOT TO SD 15 |
| 127 | ABERDEEN | WATERTOWN | 213.92 | +0.00 | 240.90 | +0.00 | R | FROM SD 10 TO SDB ROSHOLT |
| 127 | ABERDEEN | WATERTOWN | 240.90 | +0.00 | 241.32 | +0.00 | UD | FROM SDB ROSHOLT TO NDB ROSHOLT |
| 127 | ABERDEEN | WATERTOWN | 241.32 | +0.00 | 251.17 | +0.00 | R | FROM NDB ROSHOLT TO STATE LINE |
| 130 | PIERRE | MOBRIDGE | 193.00 | +0.00 | 193.79 | +0.060 | R | FROM US 12 TO EDB SELBY |
| 130 | PIERRE | MOBRIDGE | 193.79 | +0.060 | 200.08 | +0.00 | R | FROM EDB SELBY TO SD 271 |
| 134 | ABERDEEN | ABERDEEN | 275.00 | +0.00 | 278.09 | +0.00 | R | FROM US 12 TO END |
| 139 | ABERDEEN | WATERTOWN | 138.00 | +0.00 | 144.20 | +0.00 | UD | FROM US 212 TO SD 20 |
| 144 | PIERRE | MOBRIDGE | 188.00 | +0.00 | 190.92 | +0.00 | R | FROM AKASKA TO US 83 |
| 153 | MITCHELL | YANKTON | 1.25 | +0.00 | 3.62 | +0.00 | UF | FROM SD 52 TO SD 50 |
| 158 | ABERDEEN | WATERTOWN | 439.25 | +0.00 | 448.40 | +0.00 | R | FROM SD 15 TO STATE LINE |
| 168 | RAPID CITY | BELLE FOURCHE | 25.00 | +0.00 | 31.96 | +0.00 | R | FROM US 85 TO SD 79 |
| 183 | PIERRE | WINNER | 0.00 | +0.00 | 19.33 | +0.00 | R | FROM STATE LINE TO SDB COLOME |
| 183 | PIERRE | WINNER | 19.33 | +0.00 | 19.57 | +0.00 | UD | FROM SDB COLOME TO US 18 |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|---------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 183 | PIERRE | WINNER | 39.37 | +0.00 | 75.13 | +0.00 | R | FROM US 18 TO I-90 |
| 203 | MITCHELL | MITCHELL | 53.00 | +0.00 | 54.00 | +0.00 | R | FROM SD 258 TO STATE TRAINING SCHOOL AT PLANKINGTON |
| 204 | PIERRE | PIERRE | 178.00 | +0.00 | 180.13 | +0.00 | R | FROM SD 1806 TO SD 1804 |
| 212 | RAPID CITY | BELLE FOURCHE | 0.00 | +0.00 | 12.88 | +0.00 | R | FROM STATE LINE TO WDB BELLE FOURCHE |
| 212 | RAPID CITY | BELLE FOURCHE | 12.88 | +0.00 | 14.00 | +0.00 | IU | FROM WDB BELLE FOURCHE TO EDB BELLE FOURCHE |
| 212 | RAPID CITY | BELLE FOURCHE | 14.00 | +0.00 | 30.00 | +0.00 | R | FROM EDB BELLE FOURCHE TO WDB NISLAND |
| 212 | RAPID CITY | BELLE FOURCHE | 30.00 | +0.00 | 30.36 | +0.00 | UD | FROM WDB NISLAND TO EDB NISLAND |
| 212 | RAPID CITY | BELLE FOURCHE | 30.36 | +0.00 | 36.19 | +0.00 | R | FROM EDB NISLAND TO SD 79 |
| 212 | RAPID CITY | BELLE FOURCHE | 36.19 | +0.00 | 38.47 | +0.00 | R | FROM SD 79 TO SDB NEWELL |
| 212 | RAPID CITY | BELLE FOURCHE | 38.47 | +0.00 | 40.18 | +0.00 | UD | FROM SDB NEWELL TO EDB NEWELL |
| 212 | RAPID CITY | BELLE FOURCHE | 40.18 | +0.00 | 113.82 | +0.00 | R | FROM EDB NEWELL TO WDB FAITH |
| 212 | RAPID CITY | BELLE FOURCHE | 113.82 | +0.00 | 114.81 | +0.00 | UD | FROM WDB FAITH TO EDB FAITH |
| 212 | RAPID CITY | BELLE FOURCHE | 114.81 | +0.00 | 127.10 | +0.00 | R | FROM EDB FAITH TO WEST BOUNDARY MOBRIDGE AREA |
| 212 | PIERRE | MOBRIDGE | 127.10 | +0.00 | 135.88 | +0.00 | R | FROM EAST BOUNDARY BELLE FOURCHE AREA TO WDB DUPREE |
| 212 | PIERRE | MOBRIDGE | 135.88 | +0.00 | 136.49 | +0.00 | UD | FROM WDB DUPREE TO EDB DUPREE |
| 212 | PIERRE | MOBRIDGE | 136.49 | +0.00 | 154.65 | +0.00 | R | FROM EDB DUPREE TO WDB EAGLE BUTTE |
| 212 | PIERRE | MOBRIDGE | 154.65 | +0.00 | 155.54 | +0.150 | UD | FROM WDB EAGLE BUTTE TO EDB EAGLE BUTTE |
| 212 | PIERRE | MOBRIDGE | 155.54 | +0.150 | 178.00 | +0.230 | R | FROM EDB EAGLE BUTTE TO WDB RIDGEVIEW |
| 212 | PIERRE | MOBRIDGE | 178.00 | +0.230 | 178.57 | +0.150 | UD | FROM WDB RIDGEVIEW TO EDB RIDGEVIEW |
| 212 | PIERRE | MOBRIDGE | 178.57 | +0.150 | 207.60 | +0.00 | R | FROM EDB RIDGEVIEW TO WEST BOUNDARY PIERRE AREA |
| 212 | PIERRE | PIERRE | 207.60 | +0.00 | 224.00 | +0.590 | R | FROM EAST BOUNDARY MOBRIDGE AREA TO WDB GETTYSBURG |
| 212 | PIERRE | PIERRE | 224.00 | +0.590 | 226.33 | +0.020 | UD | FROM WDB GETTYSBURG TO EDB GETTYSBURG |
| 212 | PIERRE | PIERRE | 226.33 | +0.020 | 244.94 | +0.00 | R | FROM EDB GETTYSBURG TO WEST BOUNDARY ABERDEEN AREA |
| 212 | ABERDEEN | ABERDEEN | 244.94 | +0.00 | 266.70 | +0.00 | R | FROM EAST BOUNDARY PIERRE AREA TO WDB FAULKTON |
| 212 | ABERDEEN | ABERDEEN | 266.70 | +0.00 | 267.43 | +0.00 | UD | FROM WDB FAULKTON TO EDB FAULKTON |
| 212 | ABERDEEN | ABERDEEN | 267.43 | +0.00 | 295.68 | +0.00 | R | FROM EDB FAULKTON TO WDB ZELL |
| 212 | ABERDEEN | ABERDEEN | 295.68 | +0.00 | 296.12 | +0.00 | UD | FROM WDB ZELL TO EDB ZELL |
| 212 | ABERDEEN | ABERDEEN | 296.12 | +0.00 | 297.08 | +0.00 | R | FROM EDB ZELL TO WEST BOUNDARY HURON AREA |
| 212 | ABERDEEN | HURON | 297.08 | +0.00 | 305.86 | +0.00 | R | FROM EAST BOUNDARY ABERDEEN AREA TO WDB REDFIELD |
| 212 | ABERDEEN | HURON | 305.86 | +0.00 | 307.73 | +0.00 | UD | FROM WDB REDFIELD TO EDB REDFIELD |
| 212 | ABERDEEN | HURON | 307.73 | +0.00 | 327.11 | +0.00 | R | FROM EDB REDFIELD TO WDB DOLAND |
| 212 | ABERDEEN | HURON | 327.11 | +0.00 | 327.71 | +0.00 | UD | FROM WDB DOLAND TO EDB DOLAND |
| 212 | ABERDEEN | HURON | 327.71 | +0.00 | 344.00 | +0.840 | R | FROM EDB DOLAND TO WDB CLARK |
| 212 | ABERDEEN | HURON | 344.00 | +0.840 | 346.19 | +0.200 | UD | FROM WDB CLARK TO EDB CLARK |
| 212 | ABERDEEN | HURON | 346.19 | +0.200 | 355.57 | +0.00 | R | FROM EDB CLARK TO WEST BOUNDARY WATERTOWN AREA |
| 212 | ABERDEEN | WATERTOWN | 355.57 | +0.00 | 358.65 | +0.00 | R | FROM EAST BOUNDARY HURON AREA TO WDB HENRY |
| 212 | ABERDEEN | WATERTOWN | 358.65 | +0.00 | 359.66 | +0.00 | UD | FROM WDB HENRY TO EDB HENRY |
| 212 | ABERDEEN | WATERTOWN | 359.66 | +0.00 | 369.84 | +0.00 | R | FROM EDB HENRY TO WEST END DIVIDED SECTION |
| 212 | ABERDEEN | WATERTOWN | 369.84 | +0.00 | 370.46 | +0.00 | UF | FROM WEST END DIVIDED SECTION TO SD 139 |
| 212 | ABERDEEN | WATERTOWN | 370.46 | +0.00 | 375.28 | +0.00 | FF | FROM SD 139 TO WDB WATERTOWN |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|-------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 212 | ABERDEEN | WATERTOWN | 375.28 | +0.00 | 378.58 | +0.00 | UD | FROM WDB WATERTOWN TO 19TH STREET EAST |
| 212 | ABERDEEN | WATERTOWN | 378.58 | +0.00 | 379.74 | +0.00 | FF | FRONTAGE ROAD FROM 19TH STREET EAST TO I-29 |
| 212 | ABERDEEN | WATERTOWN | 379.74 | +0.00 | 380.68 | +0.00 | UF | FROM I-29 TO EAST END DIVIDED SECTION |
| 212 | ABERDEEN | WATERTOWN | 380.68 | +0.00 | 386.27 | +0.00 | R | FROM EAST END DIVIDED SECTION TO WDB KRANZBURG |
| 212 | ABERDEEN | WATERTOWN | 386.27 | +0.00 | 386.80 | +0.00 | UD | FROM WDB KRANZBURG TO EDB KRANZBURG |
| 212 | ABERDEEN | WATERTOWN | 386.80 | +0.00 | 412.45 | +0.00 | R | FROM EDB KRANZBURG TO STATE LINE |
| 224 | MITCHELL | MITCHELL | 288.11 | +0.00 | 288.88 | +0.00 | UD | FROM END TO EDB ALPENA |
| 224 | MITCHELL | MITCHELL | 288.88 | +0.00 | 296.17 | +0.00 | R | FROM EDB ALPENA TO SD 37 |
| 230 | RAPID CITY | RAPID CITY | 43.00 | +0.00 | 44.72 | +0.00 | IU | FROM US 16B TO SD 437 |
| 236 | MITCHELL | SIOUX FALLS | 340.00 | +0.00 | 341.61 | +0.00 | IU | FROM US 81/SD 34 TO END AT LAKE HERMAN |
| 238 | RAPID CITY | RAPID CITY | 43.18 | +0.00 | 44.49 | +0.00 | IU | FROM SD 79 TO SD 44 |
| 239 | ABERDEEN | ABERDEEN | 187.99 | +0.00 | 195.33 | +0.00 | R | FROM SD 10 TO END |
| 240 | RAPID CITY | RAPID CITY | 126.24 | +0.00 | 127.50 | +0.00 | UD | FROM I-90 EXIT 111 TO I-90 EXIT 110 |
| 240 | RAPID CITY | RAPID CITY | 127.50 | +0.00 | 151.35 | +0.00 | R | FROM I-90 EXIT 110 TO WEST BOUNDARY WINNER AREA |
| 240 | PIERRE | WINNER | 151.35 | +0.00 | 162.38 | +0.00 | R | FROM E BOUNDARY RAPID CITY AREA TO S BOUNDARY RC AREA |
| 240 | RAPID CITY | RAPID CITY | 162.38 | +0.00 | 165.78 | +0.00 | R | FROM NORTH BOUNDARY WINNER AREA TO I-90 (CACTUS FLAT) |
| 244 | RAPID CITY | CUSTER | 24.00 | +0.00 | 34.46 | +0.00 | R | FROM US 16 TO US 16A |
| 247 | ABERDEEN | ABERDEEN | 169.52 | +0.00 | 170.30 | +0.00 | UD | FROM US 12 TO NDB ROSCOE |
| 247 | ABERDEEN | ABERDEEN | 170.30 | +0.00 | 192.54 | +0.00 | R | FROM NDB ROSCOE TO SD 10 |
| 248 | RAPID CITY | RAPID CITY | 143.56 | +0.00 | 162.19 | +0.00 | R | FROM SD 240 TO WDB KADOKA |
| 248 | PIERRE | WINNER | 162.19 | +0.00 | 163.74 | +0.00 | UD | FROM WDB KADOKA TO EDB KADOKA |
| 248 | PIERRE | WINNER | 163.74 | +0.00 | 174.80 | +0.00 | R | FROM EDB KADOKA TO WDB BELVIDERE |
| 248 | PIERRE | WINNER | 174.80 | +0.00 | 175.80 | +0.00 | UD | FROM WDB BELVIDERE TO EDB BELVIDERE |
| 248 | PIERRE | WINNER | 175.80 | +0.00 | 204.52 | +0.00 | R | FROM EDB BELVIDERE TO WDB MURDO |
| 248 | PIERRE | WINNER | 204.52 | +0.00 | 205.35 | +0.00 | UD | FROM WDB MURDO TO EDB MURDO |
| 248 | PIERRE | WINNER | 205.35 | +0.00 | 213.80 | +0.00 | R | FROM EDB MURDO TO WDB DRAPER |
| 248 | PIERRE | WINNER | 213.80 | +0.00 | 214.56 | +0.00 | UD | FROM WDB DRAPER TO EDB DRAPER |
| 248 | PIERRE | WINNER | 214.56 | +0.00 | 238.51 | +0.00 | R | FROM EDB DRAPER TO WDB PRESNO |
| 248 | PIERRE | WINNER | 238.51 | +0.00 | 238.86 | +0.00 | UD | FROM WDB PRESNO TO EDB PRESNO |
| 248 | PIERRE | WINNER | 238.86 | +0.00 | 248.16 | +0.00 | R | FROM EDB PRESNO TO WDB KENNEBEC |
| 248 | PIERRE | WINNER | 248.16 | +0.00 | 248.67 | +0.00 | UD | FROM WDB KENNEBEC TO EDB KENNEBEC |
| 248 | PIERRE | WINNER | 248.67 | +0.00 | 262.52 | +0.00 | R | FROM EDB KENNEBEC TO I-90 AT SD 47 SOUTH |
| 249 | ABERDEEN | HURON | 73.00 | +0.00 | 73.17 | +0.00 | UD | FROM SD 47 TO NDB FT. THOMPSON |
| 249 | ABERDEEN | HURON | 73.17 | +0.00 | 74.19 | +0.00 | R | FROM NDB FT. THOMPSON TO SD 34 |
| 251 | MITCHELL | MITCHELL | 0.00 | +0.00 | 15.84 | +0.00 | R | FROM STATE LINE TO US 18 |
| 253 | ABERDEEN | ABERDEEN | 172.91 | +0.00 | 182.15 | +0.00 | R | FROM US 12 TO SDB HOSMER |
| 253 | ABERDEEN | ABERDEEN | 182.15 | +0.00 | 182.91 | +0.00 | UD | FROM SDB HOSMER TO NDB HOSMER |
| 253 | ABERDEEN | ABERDEEN | 182.91 | +0.00 | 190.93 | +0.00 | R | FROM NDB HOSMER TO SD 47 |
| 258 | MITCHELL | MITCHELL | 277.00 | +0.00 | 278.00 | +0.00 | UD | FROM I-90 TO EDB PLANKINGTON |
| 258 | MITCHELL | MITCHELL | 278.00 | +0.00 | 279.48 | +0.00 | R | FROM EDB PLANKINGTON TO US 281 |

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|---------|------------|-----------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 262 | MITCHELL | MITCHELL | 356.10 | +0.00 | 357.68 | +0.00 | UD | FROM I-90 TO EDB ALEXRANDIA |
| 262 | MITCHELL | MITCHELL | 357.68 | +0.00 | 365.55 | +0.00 | R | FROM EDB ALEXANDRIA TO WDB EMERY |
| 262 | MITCHELL | MITCHELL | 365.55 | +0.00 | 366.22 | +0.00 | UD | FROM WDB EMERY TO EDB EMERY |
| 262 | MITCHELL | MITCHELL | 366.22 | +0.00 | 372.64 | +0.00 | R | FROM EDB EMERY TO WDB BRIDGEWATER |
| 262 | MITCHELL | MITCHELL | 372.64 | +0.00 | 373.57 | +0.00 | UD | FROM WDB BRIDGEWATER TO SD 42 |
| 271 | PIERRE | MOBRIDGE | 162.44 | +0.00 | 165.98 | +0.00 | R | FROM US 12 TO SDB JAVA |
| 271 | PIERRE | MOBRIDGE | 165.98 | +0.00 | 166.92 | +0.00 | UD | FROM SDB JAVA TO NDB JAVA |
| 271 | PIERRE | MOBRIDGE | 166.92 | +0.00 | 173.74 | +0.00 | R | FROM NDB JAVA TO END |
| 271 | PIERRE | MOBRIDGE | 189.91 | +0.00 | 203.70 | +0.00 | R | FROM SD 10 TO STATE LINE |
| 273 | PIERRE | WINNER | 61.31 | +0.00 | 61.43 | +0.00 | R | FROM I-90 TO SDB KENNEBEC |
| 273 | PIERRE | WINNER | 61.43 | +0.00 | 62.38 | +0.00 | UD | FROM SDB KENNEBEC TO NDB KENNEBEC |
| 273 | PIERRE | WINNER | 62.38 | +0.00 | 74.00 | +0.00 | R | FROM NDB KENNEBEC TO SD 1806 |
| 281 | MITCHELL | MITCHELL | 0.00 | +0.00 | 0.79 | +0.00 | R | FROM STATE LINE TO US 18 |
| 281 | MITCHELL | MITCHELL | 35.81 | +0.00 | 40.64 | +0.00 | R | FROM US 18 TO SDB ARMOUR |
| 281 | MITCHELL | MITCHELL | 40.64 | +0.00 | 41.69 | +0.00 | UD | FROM SDB ARMOUR TO NDB ARMOUR |
| 281 | MITCHELL | MITCHELL | 41.69 | +0.00 | 45.70 | +0.00 | R | FROM NDB ARMOUR TO SD 44 |
| 281 | MITCHELL | MITCHELL | 45.70 | +0.00 | 50.00 | +0.572 | R | FROM SD 44 TO SDB CORSICA |
| 281 | MITCHELL | MITCHELL | 50.00 | +0.572 | 51.53 | +0.00 | UD | FROM SDB CORSICA TO NDB CORSICA |
| 281 | MITCHELL | MITCHELL | 51.53 | +0.00 | 62.74 | +0.00 | R | FROM NDB CORSICA TO SDB STICKNEY |
| 281 | MITCHELL | MITCHELL | 62.74 | +0.00 | 63.29 | +0.00 | UD | FROM SDB STICKNEY TO NDB STICKNEY |
| 281 | MITCHELL | MITCHELL | 63.29 | +0.00 | 105.11 | +0.00 | R | FROM NDB STICKNEY TO SOUTH BOUNDARY HURON AREA |
| 281 | ABERDEEN | HURON | 105.11 | +0.00 | 117.37 | +0.00 | R | FROM NORTH BOUNDARY MITCHELL AREA TO US 14 |
| 281 | ABERDEEN | HURON | 124.25 | +0.00 | 143.42 | +0.00 | R | FROM US 14 TO SDB TULARE |
| 281 | ABERDEEN | HURON | 143.42 | +0.00 | 143.92 | +0.190 | UD | FROM SDB TULARE TO NDB TULARE |
| 281 | ABERDEEN | HURON | 143.92 | +0.190 | 152.74 | +0.00 | R | FROM NDB TULARE TO SDB REDFIELD |
| 281 | ABERDEEN | HURON | 152.74 | +0.00 | 154.40 | +0.00 | UD | FROM SDB REDFIELD TO NDB REDFIELD |
| 281 | ABERDEEN | HURON | 154.40 | +0.00 | 172.98 | +0.00 | R | FROM NDB REDFIELD TO SD 20 |
| 281 | ABERDEEN | ABERDEEN | 172.98 | +0.00 | 191.71 | +0.00 | E | FROM SD 20 TO NORTH END DIVIDED SECTION |
| 281 | ABERDEEN | ABERDEEN | 191.78 | +0.00 | 194.24 | +0.00 | FF | FROM NORTH END DIVIDED SECTION TO US 12 |
| 281 | ABERDEEN | ABERDEEN | 194.24 | +0.00 | 195.50 | +0.00 | FF | NEW US 281 BYPASS |
| 281 | ABERDEEN | ABERDEEN | 195.45 | +0.00 | 196.42 | +0.00 | UD | FROM US 12 TO SOUTH END DIVIDED SECTION |
| 281 | ABERDEEN | ABERDEEN | 196.42 | +0.00 | 200.68 | +0.00 | FF | FROM SOUTH END DIVIDED SECTION TO NORTH END DIVIDED SECTION |
| 281 | ABERDEEN | ABERDEEN | 200.68 | +0.00 | 229.27 | +0.00 | R | FROM NORTH END DIVIDED SECTION TO STATE LINE |
| 314 | MITCHELL | YANKTON | 378.33 | +0.00 | 382.49 | +0.00 | UF | FROM SD 50 TO CITY LIMITS YANKTON |
| 324 | ABERDEEN | WATERTOWN | 357.49 | +0.00 | 366.09 | +0.00 | R | FROM I-29 TO SD 13 |
| 377 | PIERRE | WINNER | 119.53 | +0.00 | 121.71 | +0.00 | R | FROM SD 44 TO SD 240 |
| 385 | RAPID CITY | CUSTER | 0.00 | +0.00 | 12.33 | +0.00 | R | FROM STATE LINE TO SDB OELRICHS |
| 385 | RAPID CITY | CUSTER | 12.33 | +0.00 | 12.88 | +0.00 | IU | FROM SDB OELRICHS TO US 18 |
| 385 | RAPID CITY | CUSTER | 35.64 | +0.00 | 37.29 | +0.00 | UD | FROM US 18 TO NDB HOT SPRINGS |
| 385 | RAPID CITY | CUSTER | 37.29 | +0.00 | 42.75 | +0.00 | R | FROM NDB HOT SPRINGS TO SOUTH BOUNDARY WIND CAVE |

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HIGHWAY ACCESS CLASSIFICATIONS

NOVEMBER, 2013

| HIGHWAY | REGION | AREA | BEGINNING | | ENDING | | CATEGORY | DESCRIPTION |
|---------|------------|------------|-----------|--------|--------|--------|----------|---|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 385 | RAPID CITY | CUSTER | 49.20 | +0.00 | 66.93 | +0.00 | R | FROM WEST BOUNDARY WIND CAVE TO US 16 |
| 385 | RAPID CITY | CUSTER | 85.51 | +0.00 | 102.37 | +0.00 | R | FROM US 16 TO SOUTH BOUNDARY RAPID CITY AREA |
| 385 | RAPID CITY | RAPID CITY | 102.37 | +0.00 | 119.00 | +1.170 | R | FROM NORTH BOUNDARY CUSTER AREA TO SDB DEADWOOD |
| 385 | RAPID CITY | RAPID CITY | 119.00 | +1.170 | 122.17 | +0.00 | IU | FROM SDB DEADWOOD TO US 85 |
| 391 | PIERRE | WINNER | 0.00 | +0.00 | 3.37 | +0.00 | R | FROM STATE LINE TO US 18 |
| 407 | RAPID CITY | CUSTER | 0.00 | +0.00 | 1.50 | +0.00 | IU | FROM STATE LINE TO SDB PINE RIDGE |
| 407 | RAPID CITY | CUSTER | 1.50 | +0.00 | 1.79 | +0.00 | UD | FROM SDB PINE RIDGE TO US 18 |
| 437 | RAPID CITY | RAPID CITY | 73.20 | +0.00 | 74.09 | +0.00 | FF | FROM ST. PATRICK STREET TO JOLLY LANE |
| 437 | RAPID CITY | RAPID CITY | 74.09 | +0.00 | 76.23 | +0.00 | E | FROM JOLLY LANE TO I-90 |
| 445 | RAPID CITY | RAPID CITY | 74.27 | +0.00 | 76.56 | +0.00 | IU | FROM SD 79 TO I-90 |
| 471 | RAPID CITY | CUSTER | 7.00 | +0.00 | 20.30 | +0.00 | R | FROM SD 71 TO SDB PROVO |
| 471 | RAPID CITY | CUSTER | 20.30 | +0.00 | 20.60 | +0.00 | UD | FROM SDB PROVO TO NDB PROVO |
| 471 | RAPID CITY | CUSTER | 20.60 | +0.00 | 27.59 | +0.00 | R | FROM NDB PROVO TO SDB EDMONT |
| 471 | RAPID CITY | CUSTER | 27.59 | +0.00 | 28.90 | +0.00 | UD | FROM SDB EDMONT TO US 18 |
| 473 | RAPID CITY | RAPID CITY | 91.00 | +0.00 | 94.16 | +0.00 | UD | FROM US 85 TO TERRY PEAK |
| 1804 | MITCHELL | MITCHELL | 86.01 | +0.00 | 89.82 | +0.00 | R | FROM END TO SD 50 |
| 1804 | MITCHELL | MITCHELL | 112.13 | +0.00 | 120.16 | +0.00 | R | FROM END TO SD 44 |
| 1804 | PIERRE | PIERRE | 250.56 | +0.00 | 251.33 | +0.00 | UF | FROM US 14 TO NDB PIERRE |
| 1804 | PIERRE | PIERRE | 251.33 | +0.00 | 303.33 | +0.00 | R | FROM NDB PIERRE TO US 212 |
| 1804 | PIERRE | PIERRE | 307.66 | +0.00 | 311.97 | +0.00 | R | FROM US 212 TO END |
| 1804 | PIERRE | MOBRIDGE | 339.15 | +0.00 | 351.63 | +0.00 | R | FROM END TO US 12 |
| 1804 | PIERRE | MOBRIDGE | 355.50 | +0.00 | 356.13 | +0.00 | UD | FROM US 12 TO NDB MOBRIDGE |
| 1804 | PIERRE | MOBRIDGE | 356.13 | +0.00 | 391.55 | +0.00 | R | FROM NDB MOBRIDGE TO SDB POLLOCK |
| 1804 | PIERRE | MOBRIDGE | 391.55 | +0.00 | 392.44 | +0.00 | UD | FROM SDB POLLOCK TO NDB POLLOCK |
| 1804 | PIERRE | MOBRIDGE | 392.44 | +0.00 | 401.56 | +0.00 | R | FROM NDB POLLOCK TO STATE LINE |
| 1806 | MITCHELL | MITCHELL | 15.68 | +0.00 | 25.75 | +0.00 | R | FROM US 18 TO END |
| 1806 | MITCHELL | MITCHELL | 42.78 | +0.00 | 48.55 | +0.00 | R | FROM END TO SD 44 |
| 1806 | PIERRE | PIERRE | 138.45 | +0.00 | 180.05 | +0.00 | R | FROM SD 273 TO US 83 |
| 1806 | PIERRE | PIERRE | 186.46 | +0.00 | 187.42 | +0.00 | UF | FROM US 14 TO NDB FT. PIERRE |
| 1806 | PIERRE | PIERRE | 187.42 | +0.00 | 221.05 | +0.00 | R | FROM NDB FT. PIERRE TO END |
| 1806 | PIERRE | MOBRIDGE | 359.75 | +0.00 | 363.43 | +0.00 | R | FROM END TO US 12 |
| 1806 | PIERRE | MOBRIDGE | 364.61 | +0.00 | 386.83 | +0.00 | R | FROM US 12 TO END |
| 14A | RAPID CITY | RAPID CITY | 8.80 | +0.00 | 10.80 | +0.00 | IU | FROM I-90 TO SDB SPEARFISH |
| 14A | RAPID CITY | RAPID CITY | 10.80 | +0.00 | 36.51 | +0.00 | R | FROM SDB SPEARFISH TO US 85 (LEAD) |
| 14A | RAPID CITY | RAPID CITY | 36.51 | +0.00 | 41.95 | +0.00 | UD | FROM US 85 (LEAD) TO US 85 (DEADWOOD) |
| 14A | RAPID CITY | RAPID CITY | 41.95 | +0.00 | 51.85 | +0.00 | R | FROM US 85 TO WDB STURGIS |
| 14A | RAPID CITY | RAPID CITY | 51.85 | +0.00 | 52.99 | +0.00 | UD | FROM WDB STURGIS TO I-90 |
| 14B | PIERRE | PIERRE | 95.00 | +0.00 | 96.73 | +0.00 | IU | FROM WELLS AVENUE TO FOURTH STREET |
| 14B | PIERRE | PIERRE | 96.73 | +0.00 | 97.81 | +0.00 | UF | FROM FOURTH STREET TO US 14 |
| 14B | ABERDEEN | WATERTOWN | 418.56 | +0.00 | 421.83 | +0.00 | FF | FROM US 14 (WEST OF BROOKINGS) TO EAST CITY LIMIT BROOKINGS |

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|---------|------------|------------|-----------|--------|--------|--------|----------|--|
| | | | MRM | DISPL. | MRM | DISPL. | | |
| 14B | ABERDEEN | WATERTOWN | 421.83 | +0.00 | 423.24 | +0.00 | UF | FROM EAST CITY LIMIT BROOKINGS TO US 14 |
| 14F | ABERDEEN | HURON | 343.57 | +0.00 | 346.66 | +0.00 | IU | FROM WEST CITY LIMIT HURON TO EAST CITY LIMIT HURON |
| 14F | ABERDEEN | WATERTOWN | 421.47 | +0.00 | 422.44 | +0.00 | UD | FROM 22ND AVENUE TO EAST CITY LIMITS BROOKINGS |
| 14L | RAPID CITY | RAPID CITY | 10.16 | +0.00 | 11.08 | +0.00 | E | FROM I-90 TO YANKEE STREET |
| 14P | PIERRE | PIERRE | 139.61 | +0.00 | 140.68 | +0.00 | R | FROM US 83 TO US 14 |
| 16A | RAPID CITY | CUSTER | 22.50 | +0.00 | 23.52 | +0.00 | UD | FROM US 16 TO EDB CUSTER |
| 16A | RAPID CITY | CUSTER | 23.52 | +0.00 | 55.76 | +0.00 | R | FROM EDB CUSTER TO WDB KEYSTONE |
| 16A | RAPID CITY | CUSTER | 55.76 | +0.00 | 56.92 | +0.00 | UD | FROM WDB KEYSTONE TO EDB KEYSTONE |
| 16A | RAPID CITY | CUSTER | 56.92 | +0.00 | 59.55 | +0.00 | R | FROM EDB KEYSTONE TO US 16 |
| 16B | RAPID CITY | RAPID CITY | 40.51 | +0.00 | 41.08 | +0.00 | UD | FROM US 16 SOUTH TO US 16 NORTH IN HILL CITY |
| 16B | RAPID CITY | RAPID CITY | 64.19 | +0.00 | 68.17 | +0.00 | E | FROM US 16 TO MINNESOTA STREET |
| 16B | RAPID CITY | RAPID CITY | 68.17 | +0.00 | 71.06 | +0.00 | IU | FROM MINNESOTA STREET TO NORTH STREET |
| 16B | RAPID CITY | RAPID CITY | 71.06 | +0.00 | 72.20 | +0.00 | FF | FROM NORTH STREET TO I-90 |
| 16F | RAPID CITY | RAPID CITY | 63.21 | +0.00 | 65.60 | +0.00 | IU | FROM MOON MEADOWS TO SKYLINE (DISCONTINUOUS FRONTAGE) |
| 18B | RAPID CITY | CUSTER | 38.68 | +0.00 | 40.54 | +0.00 | UF | FROM US 18 TO US 18/385 IN HOT SPRINGS |
| 18F | PIERRE | WINNER | 249.33 | +0.00 | 250.73 | +0.06 | UD | FROM BEGINNING FRONTAGE ROAD TO END FRONTAGE ROAD |
| 18F | PIERRE | WINNER | 253.14 | +0.08 | 254.00 | +0.27 | UD | FROM BEGINNING FRONTAGE ROAD TO END FRONTAGE ROAD |
| 19A | MITCHELL | YANKTON | 25.28 | +0.00 | 27.23 | +0.00 | R | FROM SD 46 TO SDB CENTERVILLE |
| 19A | MITCHELL | YANKTON | 27.23 | +0.00 | 27.63 | +0.00 | UD | FROM SDB CENTERVILLE TO WDB CENTERVILLE |
| 19A | MITCHELL | YANKTON | 27.63 | +0.00 | 33.44 | +0.00 | R | FROM WDB CENTERVILLE TO SD 19 |
| 37F | ABERDEEN | HURON | 122.00 | +0.72 | 124.72 | +0.00 | IU | FROM 3 MILES SOUTH OF 21ST ST. TO ONE MILE SOUTH OF 21ST ST. |
| 212F | ABERDEEN | WATERTOWN | 378.58 | +0.00 | 378.60 | +0.00 | UD | FRONTAGE FROM 19TH STREET EAST TO FRONTAGE ROAD JUNCTION |
| 212F | ABERDEEN | WATERTOWN | 379.18 | +0.00 | 379.65 | +0.00 | UD | FRONTAGE FROM 29TH STREET EAST TO I-29 |
| 212F | ABERDEEN | WATERTOWN | 379.81 | +0.00 | 380.11 | +0.00 | UD | FRONTAGE FROM I-29 TO 39TH STREET EAST |
| 212F | ABERDEEN | WATERTOWN | 380.11 | +0.00 | 380.20 | +0.00 | UD | SOUTH SIDE FRONTAGE FROM 39TH ST EAST TO 41ST ST EAST |
| 248P | PIERRE | WINNER | 164.64 | +0.00 | 164.80 | +0.00 | R | FROM SD 248 TO I-90 AT KADOKA |
| 281F | ABERDEEN | ABERDEEN | 191.71 | +0.00 | 194.24 | +0.00 | UD | FROM NORTH END DIVIDED SECTION TO US 12 |
| 29L | MITCHELL | YANKTON | 6.50 | +0.00 | 9.04 | +0.00 | UD | FROM I-29 TO WDB ELK POINT |
| 38P | MITCHELL | MITCHELL | 303.89 | +0.00 | 304.42 | +0.00 | UF | FROM SD 38 TO I-90 |
| 50L | MITCHELL | YANKTON | 407.30 | +0.00 | 408.93 | +0.00 | UF | FROM SD 50 TO SD 19 |
| 50L | MITCHELL | YANKTON | 408.93 | +0.00 | 411.18 | +0.00 | UD | FROM SD 19 TO SD 50 |
| 90F | MITCHELL | MITCHELL | 332.18 | +0.11 | 332.76 | +0.00 | UD | FRONTAGE ROADS FROM I-90 TO JUNIPER STREET |
| 90L | PIERRE | PIERRE | 192.64 | +0.00 | 192.86 | +0.00 | UD | FROM I-90 TO SD 248 IN MURDO |
| 90L | MITCHELL | MITCHELL | 260.46 | +0.00 | 263.88 | +0.00 | IU | FROM I-90 OACOMA TO EDB CHAMBERLAIN |
| 90L | MITCHELL | MITCHELL | 263.88 | +0.00 | 263.96 | +0.00 | UD | FROM EDB CHAMBERLAIN TO SD 50 |
| 90L | MITCHELL | MITCHELL | 332.17 | +0.00 | 332.97 | +0.00 | FF | FROM I-90 TO SD 38 |
| 90L | MITCHELL | MITCHELL | 332.97 | +0.00 | 334.40 | +0.00 | UD | FROM SD 38 TO SD 37 |
| 90P | MITCHELL | MITCHELL | 296.62 | +0.00 | 297.14 | +0.00 | UF | FROM I-90 TO OLD US 16 |
| I-190 | N/A | N/A | 0.00 | +0.00 | 1.44 | +0.00 | I | FROM OMAHA STREET TO I-90 |
| I-229 | N/A | N/A | 0.00 | +0.00 | 10.81 | +0.00 | I | FROM I-29 TO I-90 |

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| | | | MRM | DISPL. | MRM | DISPL. | | |
| I-29 | N/A | N/A | 0.00 | +.000 | 252.65 | +.000 | I | FROM IOWA STATE LINE TO NORTH DAKOTA STATE LINE |
| I-90 | N/A | N/A | 0.00 | +.000 | 412.52 | +.000 | I | FROM WYOMING STATE LINE TO MINNESOTA STATE LINE |

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